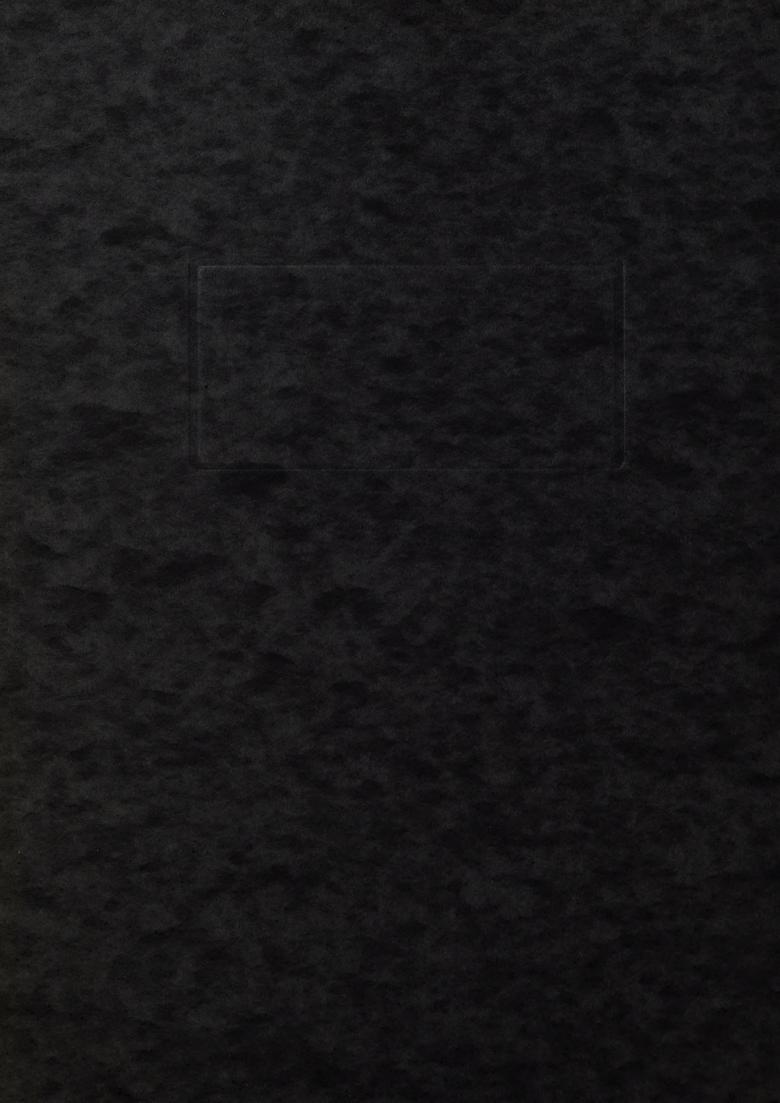
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AGENDA
TRANSPORTATION SERVICES
COMMITTEE

SEPT. 29, 1997





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OCT 6 1997

COVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 October 6 9:30 o'clock a.m. Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

Proposed Walkway Closure - Glenvale Avenue

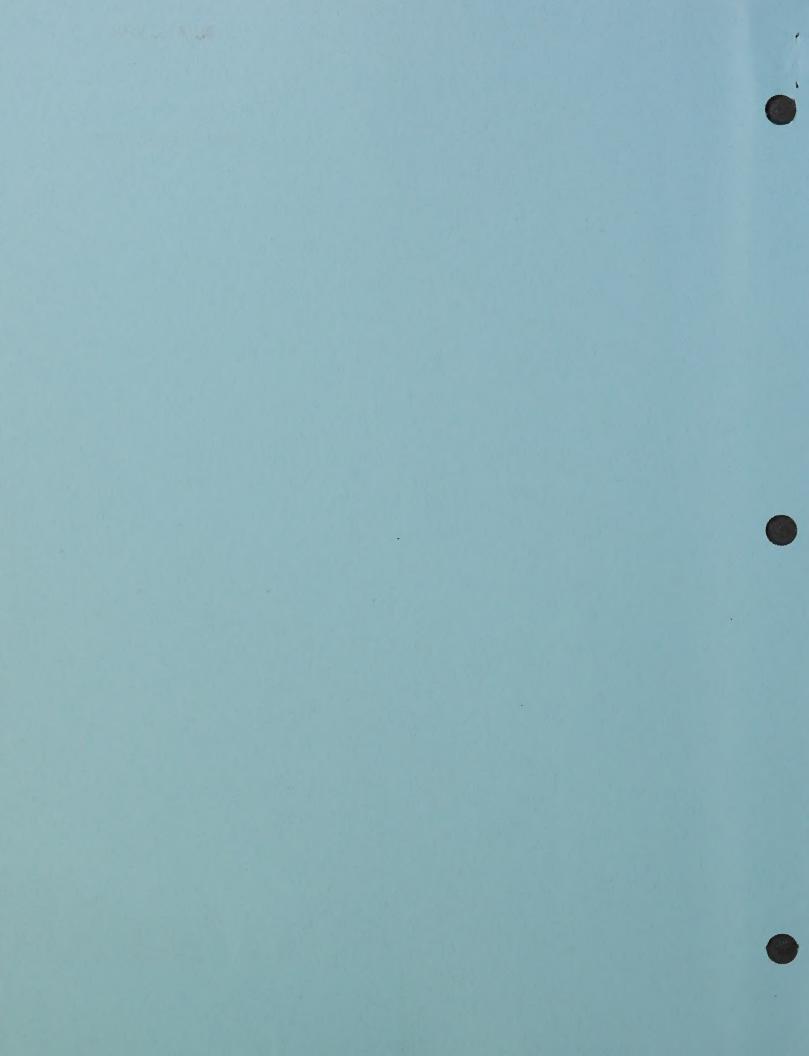
- 2. CONSENT AGENDA
- 3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

TRAFFIC DIVISION

- (a) Enforcement of By-laws other than Parking and Stopping, by Parking Control Staff
- (b) Intersection of Rosslyn Avenue North and Roxborough Avenue
- (c) Intersection of Lisajane Court and Juliebeth Drive
- 4. <u>CITY CLERK</u>

Declaration of Surplus Property/Sale Harbottle Court/Chesley Street, Hamilton

THE URBAN MUNICIPAL COLLECTION 2ND FLOOR HAMILTON PUBLIC LIBRARY



5. CHIEF ADMINISTRATIVE OFFICER

City of Hamilton Response to Ontario Ministry of Environment and Energy Certificates of Approval

6. OTHER BUSINESS

7. ADJOURNMENT



Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
2.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
3.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
4.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
5.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
6.	Downtown Hamilton Improvement Plan On- Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
7.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back



1

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 September 26

T103-03 (365) J.K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Proposed Walkway Closure: Glenvale Avenue (R-97-74)

RECOMMENDATION:

- i) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell the public walkway located between Nos. 37 and 41 Glenvale Avenue;
- ii) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;
- iii) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;
- vi) That the Manager of Real Estate Division City Clerk's be authorized to proceed with the disposition of the subject lands to the abutting owners;

ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director

Roads Division

1997 September 26 Walkway Closure, Glenvale Avenue

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

1969 May 24, City Council approved the Gilkson Neighbourhood plan which included a pedestrian access between Glenvale Avenue and the future townhouse development. With the approval of the Gilkson Gardens Subdivision Plan M66, registered on 1971 June 21, the developer dedicated lands to the City to provide pedestrian access from Block E (townhouse development) and Glenvale Avenue.

The request for closure was initiated by Wentworth Condominium Corporation No. 16. The request required that the walkway be deleted from the approved Neighbourhood Plan, and the applicant cited safety concerns, noise and litter as reasons for closure. On 1997 March 5 the Planning and Development Department held a public meeting with the area residents to review the applicant's request. The general consensus of the meeting was to delete the walkway.

On 1997 July 8 City Council approved the Planning and Development Committee Report, recommending that the Gilkson Gardens Neighbourhood Plan be amended by deleting the designation of the walkway between 37 and 41 Glenvale Avenue and that the item be referred to the Transport and Environment Committee for implementation.

Based on the research material and public information supplied, by the Planning and Development Department, this Department is not opposed to this application. We recommend that the walkway be closed and disposed of in accordance with Council policy.

JKC:

cc: Alderman D. Ross

cc: Alderman F. D'Amico

cc: V. J. Abraham, Director of Local Planning

cc: M. Watson, Manager of Real Estate Division, City Clerk's

cc: D. Powers, Law Department



City of Hamilton

Key Map

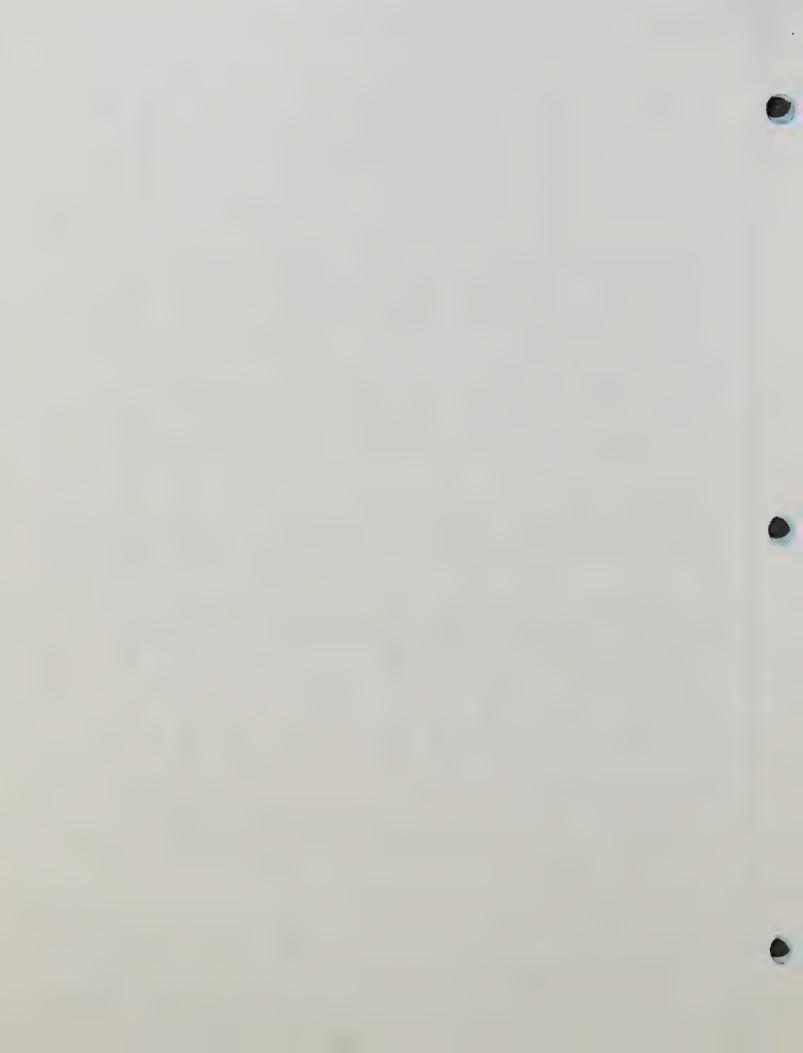
Proposed Walkway Closure Gilkson Neighbourhood

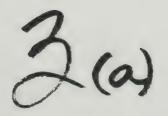
Planning and Development Department



Proposed walkway closure

		C. M.
North	Scalu	Autorance File No.
1	Not to Scale	
	Date	Drawn By
	FERRITARY 1997	FA





- RECOMMENDATION -

DATE:

1997 September 25

File No. TEC-228-97 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Enforcement of By-laws other than Parking and Stopping, by Parking

Control Staff

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to initiate a six month trial project, in conjunction with the Hamilton-Wentworth Regional Police, whereby Parking Control Staff provide enforcement of by-law regulations other than Parking and Stopping, under the direction of a Regional Police Officer.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Staff anticipates that the trial project will be at least revenue neutral, in that monies not generated by the issuing of Parking Infraction Notices will be offset by the issuing of Provincial Offences Notices for moving violations, the revenues from which will accrue to the City of Hamilton.

BACKGROUND:

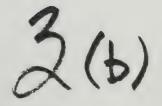
The Hamilton-Wentworth Regional Police have proposed the joint enforcement of certain Regional and City By-laws, by Parking Control Staff, working under the direction of a Police Officer. The regulations being addressed, initially, are the Heavy Traffic and Prohibited Turns regulations, recognizing that there exists a potential for this type of enforcement to eventually include other regulations, such as the Pan-Handling By-law and certain sections of the Parks By-law, and that there is also a possibility that such enforcement might eventually be performed independently by Parking Control Staff.

At the request of the City's Chief Administrative Officer, two meetings have taken place between Regional Police and City staff, resulting in a staff agreement to participate in a six month trial project, subject to the approvals of the Police Services Board, the Transport and Environment Committee and City Council.

The advantage to the Regional Police is the provision of selected enforcement services at a reduced cost, and the opportunity to more effectively utilize Police personnel. The advantage to the City is the enforcement of regulations which are generally perceived as desirable and which tend to be manpower intensive, by diverting staff from the enforcement of parking and stopping regulations, which are generally perceived as being less desirable, and thereby maintaining a higher level of responsiveness to the needs of the community.

A six month trial project will generate sufficient data with respect to traffic safety issues, revenues versus costs, and the state of public support, whereby the viability of a permanent modification of By-law Enforcement Policies and Procedures can be reasonably assessed.

CVB/MBH/pdb



- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-220-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Rosslyn Avenue North and Roxborough

Avenue - Intersection Control

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Rosslyn Avenue North and Roxborough Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of \$10,000 annually.

BACKGROUND:

Alderman Bernie Morelli has advised of a request that four-way stop control be implemented at the intersection of Rosslyn and Roxborough.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Roxborough is required to stop for northbound and southbound traffic on Rosslyn. Records indicate that this intersection has experienced an average of less than one reported collision per year over the past seven years. This is a reasonable collision record for this type of intersection.

Presently, northbound and southbound traffic on Rosslyn is required to stop at five of the six intersections between Main and Barton. Staff would consider an additional stop on Rosslyn at Roxborough to be over-restrictive and unnecessary.

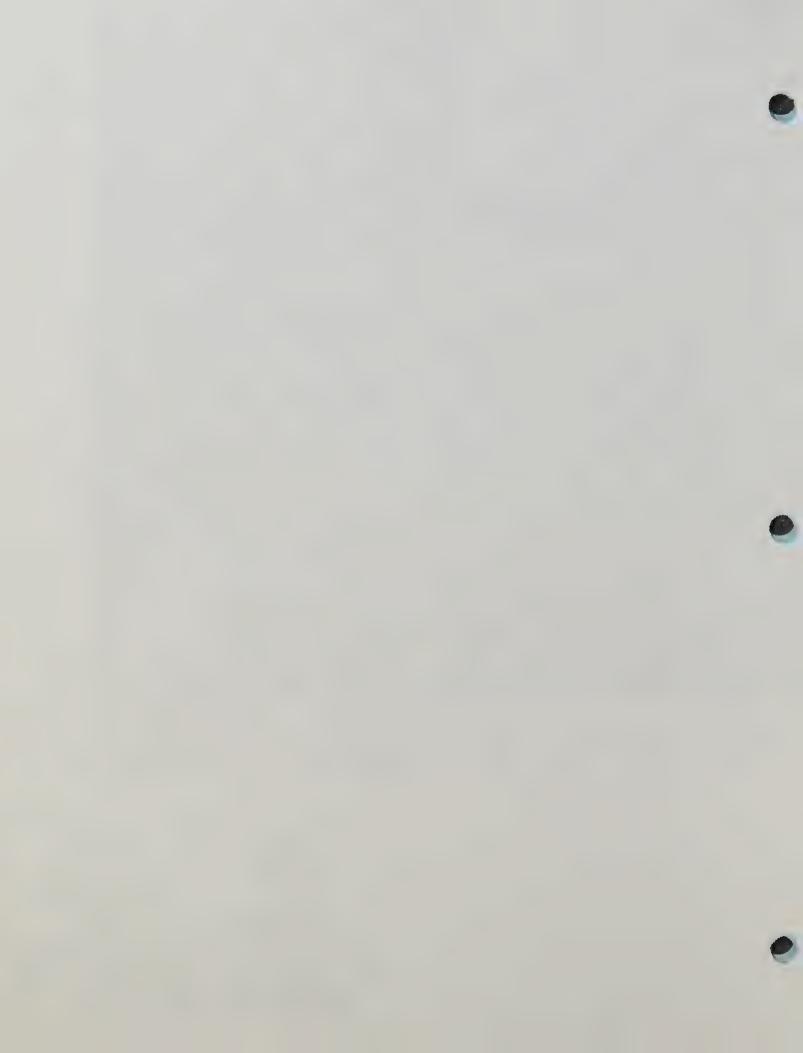
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. The Traffic Division has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no documented collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, the Traffic Division does not support the request for all-way stop control at the intersection of Rosslyn and Roxborough.

CVB/MBH/klk







- RECOMMENDATION -

DATE:

1997 October 2

File No. TEC-233-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Lisajane Court and Juliebeth Drive

- Intersection Control

RECOMMENDATION:

That eastbound traffic on Lisajane Court be required to stop for northbound and southbound traffic on Juliebeth Drive, and that the City Traffic by-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Frank D'Amico has advised of a request from Louis Tsang, 30 Lisajane Court, that three-way stop control be implemented at the intersection of Lisajane Court and Juliebeth Drive.

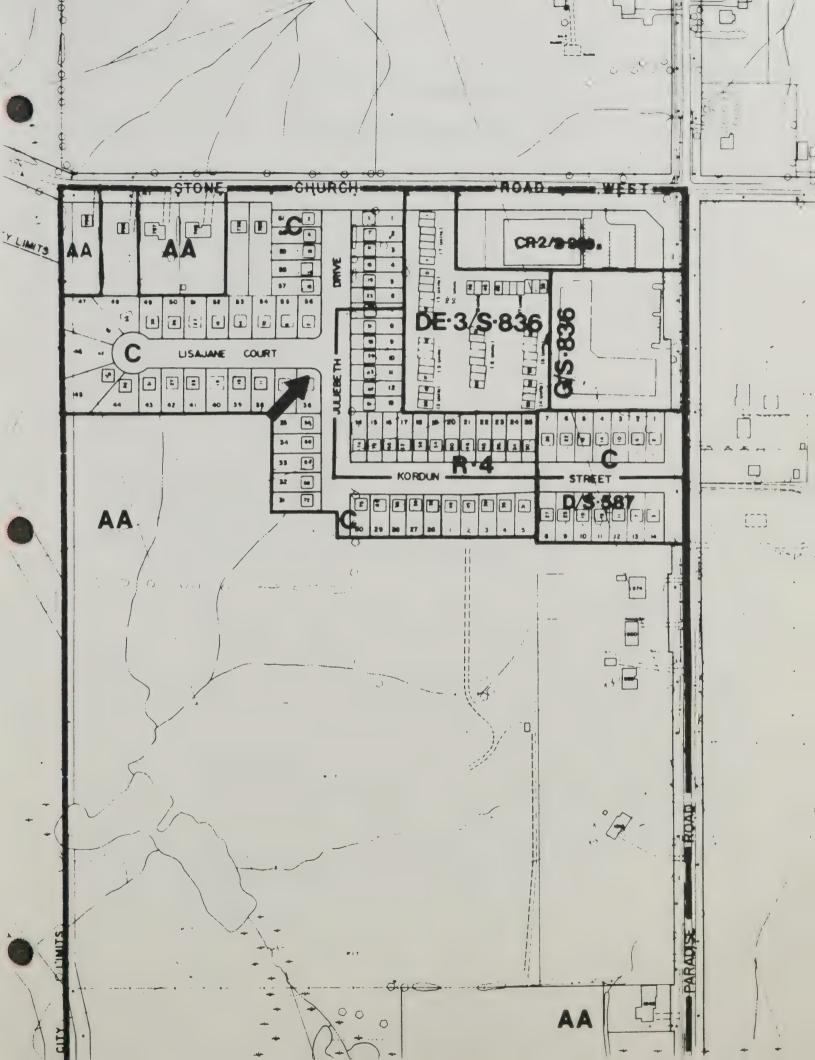
The intersection of Lisajane and Juliebeth is a "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection in at least the past seven years. This is an excellent collision record which could not be improved upon by the installation of all-way stop control.

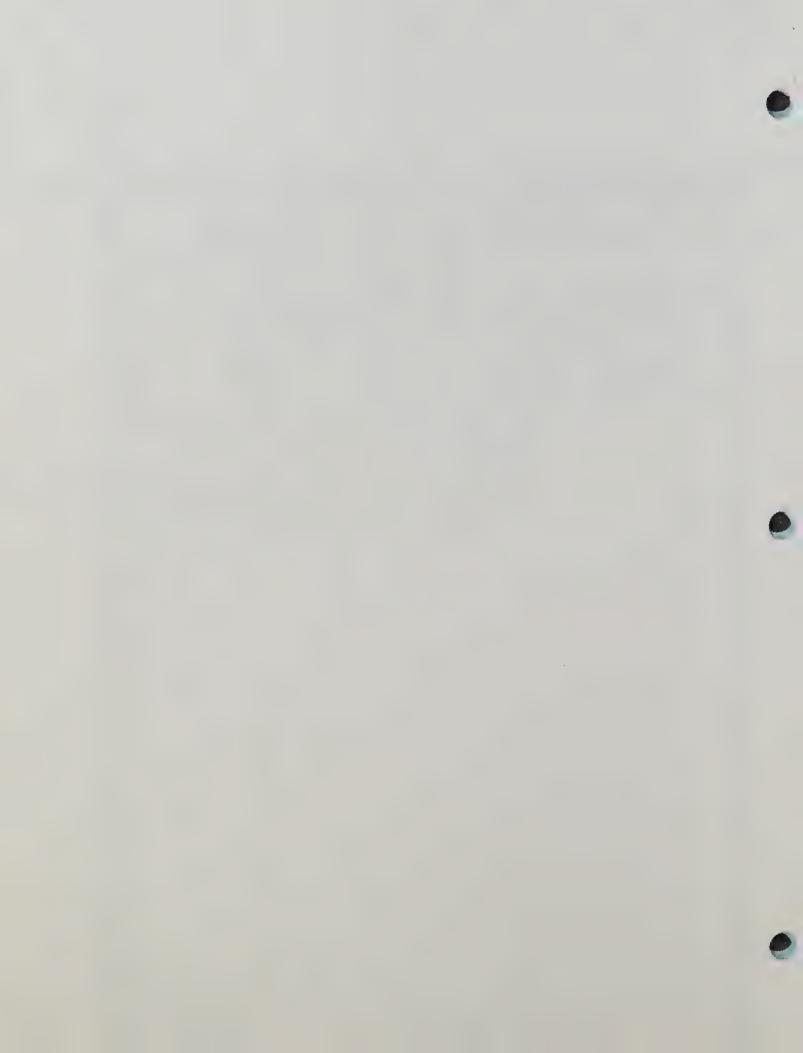
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted allway stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

In view of the above, staff does not support the request for three-way stop control at the intersection of Lisajane and Juliebeth. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that eastbound traffic on Lisajane be required to stop for northbound and southbound traffic on Juliebeth.

CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 September 26

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

J. J. Schatz

City Clerk

SUBJECT:

Declaration of Surplus Property/Sale

Harbottle Court/Chesley Street, Hamilton

RECOMMENDATION:

- (a) (i) That Part 3, Plan 62R-11994 be declared surplus to the requirements of the City of Hamilton in accordance with the Real Property Sales Procedural By-law 95-049; and,
 - (ii) That the Real Estate Division be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law; and,
- (b) (i) That an Offer to Purchase a portion of Part 3, Plan 62R-11994 for the price of \$14,923.91, executed by R.C. Richardson and C.P. Richardson dated 1997 September 23, be accepted. The said vacant land has a frontage on Harbottle Court of 18.03 metres (60.04 feet) more or less, and a depth of 2.85 metres (9.35 feet) more or less, comprising a total area of 52 square metres (559.74 square feet) more or less, being Part 2 on Plan 62R-14203, said transaction scheduled to close on 1997 November 6. Funds derived from this sale be credited to Account Centre CH 00102 (Reserve for Property Purchases); and,
 - (ii) That the required deposit cheque in the amount of \$1,500 be held by the City Treasurer pending Council approval; and,

- (iii) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the <u>Municipal Act</u> incorporating the following:
 - (1) satisfactory notice has been given to the public of the intended sale;
 - (2) no appraisal of the fair market value of the real property intended to be sold was obtained as Reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act.

S. 7. Wollowell for 8 d. Deholy

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Where the City has determined that a property is available for sale (or other disposition), our Realty Sales By-law 95-049 states that a Council resolution shall also be passed to formally declare the property surplus to our municipal requirements.

The sum of \$14,923.91 be credited to Account Centre CH 00102 (Reserve for Property Purchases).

BACKGROUND:

The subject property is located on the south side of Harbottle Court and runs along the northerly boundary of 204 Chesley Street. In the late 1980's a larger parcel of land was purchased by the City to allow for a future roadway to provide egress and ingress for future residential development lands from the west to Chesley Street. Subsequently, Harbottle Court was constructed on these lands. The subject parcel is a part of a remnant piece of land not needed by the City after the Construction of Harbottle Court.

On 1997 July 2 Mr. John Millar acting as agent on behalf of the owners of 204 Chesley Street, Raymond Cedric and Christine Phyllis Richardson made application to the Committee of Adjustment (Application B-97:64) to sever a lot at the rear of 204 Chesley Street. This application was approved subject to several conditions - one of which was that Mr. & Mrs. Richardson acquire the subject lands. This transaction is a result of meeting that condition.

The proposal to sell the subject property was circulated to all City departments, local boards and entities performing City duties as required by Section 5(c) of Real Property Sales Procedural By-law 95-049.

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

- (a) that if recommendation (a) of this report is approved by this Committee on 1997 October 6, then the aforementioned property is surplus to the requirements of the City;
- (b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, satisfactory Notice has been given to the Public of the intended sale of the subject reserve.
- (c) no appraisal of the fair market value of the real property being sold was obtained as reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act.

RWW/nw

c.c. Alderman D. Ross, Alderman, Ward 8
Alderman Frank D'Amico, Alderman, Ward 8
P. Noé Johnson, City Solicitor

Attention: J. Davidson

A. Ross, Treasurer

D. Lobo, Commissioner of Public Works and Traffic

E. M. Gill, P. Eng., Senior Director, Roads Division

K. M. Lau, Manager of Surveys, Roads Division

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STONE CHERCH ROAD WEST



- RECOMMENDATION -

DATE: 1997 October 1

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM: Mr. J.G. Pavelka, P.Eng

Chief Administrative Officer

SUBJECT: City of Hamilton Response to

Ontario Ministry of Environment and Energy

Certificates of Approval

RECOMMENDATIONS:

1. That the Director of Planning and Development assume responsibility for circulation and co-ordination of City Departmental comments on proposed and/or amended Certificate of Approvals located within the City of Hamilton, as forwarded by the Ontario Ministry of Environment and Energy;

- 2. That the information comments obtained from City Departments address the following matters:
 - i) Official Plan;
 - ii) Zoning By-law;
 - iii) Traffic;
 - iv) Noise;
 - v) Fire; and,

3. That the Director of Planning and Development author the Recommendation Report consolidating the responses from City Departments, other municipal Departments and external agencies to the Transport and Environment Committee.

J. tavell

BACKGROUND:

A "Certificate of Approval" is a legal requirement of the Ontario Ministry of Environment and Energy (MOEE) for corporations and municipalities wishing to operate a Waste Disposal Site in the Province of Ontario. As part of their review process, the MOEE requests affected municipalities to provide comments on the Certificate of Approval application. The MOEE then makes a decision on the application on the basis of the comments received in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOEE.

At the present time, the Commissioner of the Regional Environment Department and the Commissioner of Public Works and Traffic co-sign the reports forwarded to the City's Transport and Environment Committee regarding MOEE Certificate of Approvals. These reports are also forwarded concurrently to the Region's Environmental Services Committee.

The reports tend to focus on the broad technical environmental matters including the processes to be utilized for waste disposal on-site and the scope of the waste material to be collected and/or processed at the site. As a result, at the City Committee level, more localized neighbourhood issues pertaining to municipal planning (zoning and Official Plan), distance to residential areas, traffic impacts, noise levels and fire safety have not been addressed as intensely as the technical environmental matters.

To remedy this situation, the Director of Planning and Development should assume responsibility for circulating and co-ordinating the City Departmental comments on MOEE Certificate of Approvals, as is currently done for re-zoning, Official Plan Amendments and site plan applications. Further, the Director of Planning and Development should author the Recommendation report to the Transport and Environment Committee.

An important facet of the Director of Planning and Development Department assuming responsibility for MOEE Certificate of Approvals will be to facilitate adequate public notification and consultation with local residents and businesses. It is important to ensure residents and businesses are well-informed about the details of a specific proposal and that any concerns about the operation of a particular facility have been addressed prior to a recommendation report being submitted to Committee. This can be achieved through public meetings within the community to allow residents and businesses an opportunity to ask questions and also allow the applicant to respond to any identified concerns.

As a result of this shifting of responsibility, the Region and the City can better distinguish the issues and concerns relevant to their specific jurisdiction. The re-arrangement of the process has been discussed and agreed to by the following:

Mr. J.D. Thoms, Commissioner of the Regional Environment Department

Mr. V.J. Abraham, Director of Planning and Development

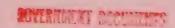
Mr. J.G. Pavelka, Chief Administrative Officer

Upon Council's direction, staff from the appropriate Departments will liaise to ensure a smooth transition to the revised process.



CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE



Monday, 1997 October 6 9:30 o'clock a.m. Room 233, City Hall

AGENDA:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 September 22

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

- (a) No. 488 Catharine Street North
 Request to Remove a reserved
 "Permit Parking" Space for a Disabled Resident
- (b) No. 54 Kinrade Avenue
 Request to Remove a Wheelchair Loading Zone
- (c) No. 62 Francis Street
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (d) West 33rd Street between Angela Avenue and Leslie Avenue
- (e) No. 26 Bayfield Avenue
 Request to Remove a Wheelchair Loading Zone
- (f) No. 25 Clinton Street
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (g) Brucedale Avenue East between Upper James Street and Prince George Avenue
- (h) No. 80 Francis Street Request for a Wheelchair Loading Zone
- (i) West Park Avenue between Sanders Boulevard and the northerly end



- 2 -
- (j) Apartment Building at No. 264 Main Street West Application for a Time Limit Exemption Permit
- (k) Parking Regulations on Cranbrook Drive adjacent to R. A. Riddell School
- (1) No. 99 Carrick Avenue
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (m) Bonaventure Drive between Clifton Downs (east leg) and Clifton Downs (west leg)

ii. Intersection Control

- (a) Intersection of Corinna Court and Emperor Drive
- (b) Intersection of Graham Avenue South and Central Avenue

iii. Miscellaneous

- (a) School Bus Loading Zone on Queensdale Avenue East adjacent to Timothy Christian School
- (b) Approval of Traffic Signal Drawings

iv. City Engineer

- (a) Encroachment Agreements
- (b) 1997 Servicing Expenditures Related to Subdivisions

v. Public Works

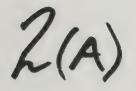
Barrier Free Design Standards

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items



Monday, 1997 September 22 9:30 o'clock a.m. Room 233, City Hall



The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairman Alderman V. J. Agro, Vice Chairman

Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico

Regrets:

Mayor R. M. Morrow, Civic Business

Also present:

Alderman B. Charters Alderman F. Eisenberger

B. Price, Hamilton Safety Council

J. G. Pavelka, Chief Administrative Officer

D. Lobo, Commissioner of Public Works and Traffic

C. Firth-Eagland, Public Works and Traffic

R. Meiers, Public Works and Traffic

M. Hazell, Public Works and Traffic Department

T. Gill, Roads Department
G. Aston, Roads Department
M. Watson, Real Estate
A. Zudima, Law Department
P. Lampman, Building Department
J. Spolnik, Building Department
C. Floroff, Planning Department

R. Bowen, M.O.E.E.

Kevin C. Christenson, Secretary

B. Graham, Regional Police

1. **DELEGATIONS**

(a) Proposed Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue

The Committee was in receipt of a report dated 1997 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Geoff Aston reviewed the details of the report.

Mr. Ed Brower, the applicant appeared before the Committee and indicated that the alley closure would make his property more secure and private.

Ms. Agnes Lyles of 160 East 16th Street and Mr Herbert Styles of 160 east 16th Street appeared before the Committee to express their opposition to the closure. They indicated that area residents gained access to their rear yards via the alley.

Mr. Gord Winning of 381 Thayer Avenue, Ms. Cathy McDonald of 386 Thayer Avenue and the resident of 307 Thayer Avenue appeared to express their support for the applicant and the closure of the alley for safety reasons.

Following discussion, the Committee approved the following recommendation:

- (a) That the application to close the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue be approved, subject to the following conditions:
 - (i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of The Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue; and,
 - (ii) That the Senior Director, Roads be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed; and,
 - (iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant for review by the City Solicitor; and,
 - (iv) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,
 - (v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act; and,
 - (vi) That the Manager of Real Estate Division, City Clerk's Department be authorized to proceed with the disposition of the subject lands to the abutting owners.
- (b) Provided the Judge's Order to close the unassumed alley is granted:
 - (i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unassumed alley to the abutting owners; and,
 - (ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

(b) CleanSoils Limited (Information Report)

The Committee was in receipt of an information report dated 1997 September 15 respecting #605 - 609 James Street North, CleanSoils Inc. - Pier 26, Eastport Drive.

Mr. Pavelka reviewed the background of this matter and a chronology of this firm and it's operation in the Eastport area.

Ms. Marion Pacey and Mr. James Howlett appeared before the Committee to express concern over the effect this operation was having on the surrounding residential area.

They indicated that in spite of assurances from the City to move this operation, the company was still in business and still causing problems for area residents.

Ray Bowen of the M.O.E.E. reviewed the matter and indicated that at the present time there was a "field order" outstanding on the property and that the M.O.E.E. would be taking action against the owner in this regard. He added that over the past 6 months that only two complaints respecting dust blowing from this site had been received.

Following considerable discussion, the Committee approved the following recommendation:

(a) That City Council reaffirm its position of 1996 April 30 respecting CleanSoils Ltd. as follows:

That, due to the environmental impact on the Hamilton Beach Strip Residential Community, the City of Hamilton, through its Chief Administrative Officer, utilize all powers available through City, Regional, Provincial and Federal Departments/Ministries, to proceed as quickly as possible to close down the CleanSoils Limited Waste Disposal Site - Processing Operations located at Pier 26 - Hamilton Harbour East Port Development;"

- (b) That the Ministry of Environment and Energy be requested to report to the next meeting of the Transport and Environment Committee on the status of charges and prosecution of CleanSoils respecting non-compliance to the field orders issued by the Ministry of Environment and Energy; and,
- (c) That the City of Hamilton urge the Province of Ontario to step up enforcement on all issues of non-compliance of Certificates of Approval; and,
- (d) That the Planning and Development Committee be requested to turn down the proposed F-4 Modified Zoning for the CleanSoils Site to support the above resolution and any other similar land use in the Eastport area.

(c) Maple Leaf Meats

At the request of Alderman Collins, the Committee agreed to table this item until such time as the M.O.E.E. provides a report on the air quality findings following the companies installation of more extensive emission controls.

(d) Sidewalk Construction - Downtown Core

Mr. Gill informed the Committee of a problem encountered in the construction of sidewalks in the downtown core in the area around the former Woolworths store. He indicated that in order to continue the construction of the sidewalks, an areaway roof slab would have to be constructed at a cost of approximately \$30,000. He stated that responsibility for this work was still to be determined but that time was of the essence.

Following discussion the Committee approved the following recommendation:

(a) That City Council authorize the Commissioner of Public Works and Traffic to cost share equally with the Aragon Group, the estimated \$30,000 required for the replacement of the areaway roof slab in front of the former Woolworth's Building at 19-31 King Street East in conjunction with the construction of sidewalks.

(b) That the Commissioner of Public Works and Traffic be directed to take all necessary actions required to determine the financial responsibility for this work and subsequently to arrange for the City to be reimbursed accordingly.

2. CONSENT AGENDA

i. Parking Regulations

(a) Gledhill Crescent

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north and east sides of Gledhill Crescent commencing at a point 53 feet east of the east curb line of Gledhill Crescent and extending to a point 53 feet north of the north curb line of Gledhill Crescent, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 5 Lyndhurst Street Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 July 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Lyndhurst Street commencing at a point 51 feet north of the south end of Lyndhurst Street and extending to a point 23 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) No. 23 Brant Street Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Brant Street commencing at a point 53 feet west of Niagara Street and extending to a point 16 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) No. 35 1/2 Primrose Avenue
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Primrose Avenue commencing at a point 124 feet east of Avondale Street and extending to a point 15 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issued one parking permit to Mr. Qureshi, No. 35 1/2 Primrose Avenue.
- (e) No. 72 and No. 80 Tom Street
 Request for a Reserved "Permit Parking" Space
 for Disabled Residents

The Committee was in receipt of a report dated 1997 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Tom Street commencing at a point 129 feet west of Dundurn Street North and extending to a point 20 feet westerly therefrom, and on the north side of Tom Street commencing at a point 176 feet west of Dundurn Street North and extending to a point 18 feet westerly therefrom, and that the City Traffic Bylaw No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to both Mr. William King, No. 72 Tom Street and Ms. Denise Doyle, No. 78 Tom Street.
- (f) No. 290 Grosvenor Avenue North
 Request for a Reserved "Permit Parking" Space
 for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Grosvenor Avenue North commencing at a point 294 feet south of Barton Street East and extending to a point 30 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Gerald Metcalf, No. 290 Grosvenor Avenue North.

(g) No. 57 MacAuley Street West Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of MacAuley Street West commencing at a point 269 feet west of MacNab Street North and extending to a point 16 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) Gladstone Avenue between Main Street East and Delaware Avenue

The Committee was in receipt of a report dated 1997 August 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing by-law entry allowing for an "Alternate Side Parking" regulation on Gladstone Avenue between Main Street East and Delaware Avenue be rescinded and that the existing "No Parking" regulation on the west side and the "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side of Gladstone Avenue between Main Street East and Delaware Avenue be reinstated, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) No. 37 Francis Street Request to Modify the Existing Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Francis Street which commences at a point 106 feet west of Douglas Street and extends to a point 17 feet westerly therefrom be revised such that the regulation commences at a point 106 feet west of Douglas Street and extends to a point 20 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) Douglas Street between Burton Street and & TH&B Railway Tracks

The Committee was in receipt of a report dated 1997 August 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Douglas Street between Burton Street and the TH&B Railway tracks, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to both No. 25 Douglas Street and No. 91 Burton Street (to a maximum of two) on a first come first served basis.

(k) Weir Street North, north of Barton Street East

The Committee was in receipt of a report dated 1997 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Three Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation be implemented on the west side of Weir Street North commencing at Barton Street East and extending to a point 113 feet northerly therefrom, and the City Traffic By-law No. 89-72 be amended accordingly.

(l) No. 216 Ivon Avenue

The Committee was in receipt of a report dated 1997 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Ivon Avenue commencing at Roxborough Avenue and extending to a point 40 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) No. 128 Ontario Avenue Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 September 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Ontario Avenue commencing at a point 150 feet south of Stinson Street and extending to a point 24 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Beauchamp, No. 128 Ontario Avenue.

(n) Colbourne Street between Park Street North and Bay Street North

The Committee was in receipt of a report dated 1997 September 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Colbourne Street between Park Street North and Bay Street North be shortened such that the regulation commences at Park Street North and extends to a point 130 feet east of Bay Street North; and,
- (b) That a "Permit Parking" regulation be implemented on the south side of Colbourne Street commencing at a point 47 feet east of Bay Street North and extending to a point 83 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit per residence to Nos. 89, 91 and 93 Colbourne Street (to a maximum of three) on a first come first served basis.

(o) Myrtle Avenue between Rutherford Avenue and Delaware Avenue

The Committee was in receipt of a report dated 1997 September 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Myrtle Avenue between Rutherford Avenue and Delaware Avenue be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side, and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) Limeridge Road West, east of Hawkridge Avenue

The Committee was in receipt of a report dated 1997 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on both sides of Limeridge Road West from Hawkridge Avenue to the easterly limits (Upper James Street) be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(q) No. 535 John Street North Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of John Street North commencing at a point 81 feet north of Burlington Street East and extending to a point 17 feet northerly therefrom and that the City Traffic By-law No. 89-71 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Donna Boyce, No. 535 John Street North.
- (r) No. 164 and No. 171 Simcoe Street East Request for a Reserved "Permit Parking" Space for Disabled Residents

The Committee was in receipt of a report dated 1997 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the south side of Simcoe Street East commencing at a point 181 feet west of Ferguson Avenue North and extending to a point 24 feet westerly therefrom, and on the north side of Simcoe Street East commencing at a point 114 feet west of Ferguson Avenue North and extending to a point 16 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to both Mr. Fred Fisher, No. 164 Simcoe Street East, and Mr. Victor Giannotti, No. 171 Simcoe Street East.

(s) Burton Street between Cheever Street and Douglas Street

The Committee was in receipt of a report dated 1997 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Burton Street between Cheever Street and Douglas Street be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(t) Emerson Avenue between Royal Avenue and Holmes Avenue

The Committee was in receipt of a report dated 1997 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m.. Monday to Friday" regulation be implemented on the west side of Emerson Avenue commencing at a point 63 feet south of Royal Avenue and extending to a point 49 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

Brantdale Avenue between West 2nd Street and Upper James Street (u)

The Committee was in receipt of a report dated 1997 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., (a) Monday to Friday" regulation be implemented on the north side of Brantdale Avenue between West 2nd Street and Upper James Street: and.
- (b) That the existing "No Stopping" regulation on the north side of Brantdale Avenue commencing 100 feet west of West 2nd Street and extending to a point 137 feet east of West 2nd Street be removed; and,
- That the City Traffic By-law No. 89-72 be amended accordingly. (c)

(v) Avondale Street between Barton Street East and Mons Avenue

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That parking be allowed on both sides of Avondale Street between Barton Street East and Mons Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(w) Ravenscliffe Avenue - South of Aberdeen Avenue

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on both sides of Ravenscliffe Avenue commencing at Aberdeen Avenue and extending to a point 122 feet southerly therefrom; and,
- (b) That a full-time "Three Hour Parking Time Limit" regulation be implemented on the west side of Ravenscliffe Avenue commencing at a point 122 feet south of Aberdeen Avenue and extending to a point 429 feet southerly therefrom, and on the east side of Ravenscliffe Avenue commencing at a point 122 feet south of Aberdeen Avenue and extending to a point 330 feet southerly therefrom; and,
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. Intersection Control

(a) Intersection of Cellini Avenue and Eaglewood Drive

The Committee was in receipt of a report dated 1997 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Cellini Avenue be required to stop for eastbound and westbound traffic on Eaglewood Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Intersection of Lawrence Avenue (west leg) and Neil Avenue

The Committee was in receipt of a report dated 1997 August 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Lawrence Avenue (west leg) and Neil Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) Intersection of Jeremy Street and Lorenzo Drive

The Committee was in receipt of a report dated 1997 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Jeremy Street be required to stop for eastbound and westbound traffic on Lorenzo Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) Intersection of Lower Horning Road and Sheridan Way

The Committee was in receipt of a report dated 1997 September 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Sheridan Lane be required to stop for northbound and southbound traffic or Lower Horning Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) Intersection of Acadia Drive and Annapolis Way

The Committee was in receipt of a report dated 1997 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Acadia Drive and Annapolis Way, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) Chelmsford Place at Kentley Drive

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Chelmsford Place be required to stop for eastbound and westbound traffic on Kentley Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) Locke Street North and Peter Street

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Locke Street North and Peter Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) Oakdale Avenue and East 43rd Street

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Oakdale Avenue be required to stop for northbound and southbound traffic on East 43rd Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. Miscellaneous

(a) No. 152 Park Row North Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of Park Row North commencing at a point 164 feet south of Cannon Street East and extending to a point 29 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Intersection of Mountville Avenue and Upper Wellington Street - Corner Clearance

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter. The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the south side of Mountville Avenue commencing at Upper Wellington Street and extending to a point 58 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

Grays Road, Community Avenue to Frances Avenue (c) Truck Route Status

The Committee was in receipt of a report dated 1997 July 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That heavy traffic on Grays Road, from Community Avenue to Frances Avenue be restricted to the hours of 7:00 a.m. to 7:00 p.m., and that City Traffic By-law No. 89-72 be amended accordingly.

Apartment Building at No. 137 Duke Street (d) Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1997 August 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, three Time Limit Exemption Permits to each of the first three eligible applicants residing in the apartment building at No. 137 Duke Street.

Fernwood Crescent (West) and Ninth Avenue (e) School Crossing Guard

The Committee was in receipt of a report dated 1997 September 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- That a School Crossing Guard be assigned to the west intersection of Fernwood Crescent and Ninth Avenue during the morning and evening school crossing periods only for the balance of 1997 and up until the approval of the 1998 Departmental Budget; and
- That consideration be given in the 1998 Current Budget (b) deliberations for an expansion package of \$4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

iv. City Engineer

(a) To Incorporate Certain City Lands into the Street by By-law - Appleblossom Drive

The Committee was in receipt of a report dated 1997 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Appleblossom Drive Part 2 Plan 62R-12439

- (b) That the by-laws to carry out the incorporation of the said land into the foregoing street be enacted by City Council; and,
- (c) That the Commissioner of Transportation be authorized and directed to register the by-laws; and,
- (d) That a by-law to repeal By-law No. 97-166 enacted on 1997 August 26 to incorporate land into Appleblossom Drive be enacted by City Council.
- (b) 1997 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1997 September 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted and approved for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"CLAUDETTE GARDENS - PHASE 9", Hamilton
City's Share - \$ 24,154.51 Owner's Share - \$ 182,720.45

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Claudette Gardens - Phase 9", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,
- (c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,
- (d) In the event that the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,
- (e) That the City's share of servicing "in Claudette Gardens Phase 9" subdivision at an estimated cost of \$ 24,154.51 be financed from the Account Centre No. 00107 Reserve for Services Through Unsubdivided Lands.

(c) To Incorporate Certain City Land into Various Streets by By-law

The Committee was in receipt of a report dated 1997 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following

Beaverbrook Avenue	Block 150	62M-639
	Part 5	62R-14187
Brigade Drive	Part 4	62R-9675
	D1 1 0#	(0) / 500
Cadham Boulevard	Block 27	62M-733
Centennial Parkway North	Parts 1 and 2	62R-14233
Centennal Larkway North	Tarts Tand 2	02K-14233
Piano Drive	Block 39	62M-778

- That the by-laws to carry out the incorporation of the said land (b) into the foregoing street be enacted by City Council; and,
- That the Commissioner of Transportation be authorized and (c) directed to register the by-laws.

Public Works

Salt Dome for Winter Maintenance, Lincoln M. Alexander Parkway

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to construct a salt storage dome at the Upper Ottawa Public Works yard, to be funded by the Region of Hamilton-Wentworth for the purposes of winter control road maintenance of the Lincoln M. Alexander Parkway.

C. **CITY CLERK**

Declaration of Surplus Property/Sale, 1' Reserves - 190 Annabelle Street

The Committee was in receipt of a report dated 1997 September 12 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

That the following property be declared surplus to the requirements of the (a) City in accordance with Realty Sales Procedural By-law No. 95-049:

"the lands composed of part of Lot 16, Concession 7, in the former Township of Barton, now in the City of Hamilton, being more specifically described as Parts 1 and 2, Plan 62R-10900, containing a total area of 8.19 square metres (88.16 square feet) more or less, being the 0.30 metre reserves abutting part of the easterly limit of 190 Annabelle Street, Hamilton"; and,

- (b) (i) That an Offer to Purchase Agreement, duly executed by James Zaborsky and Dorothy Zaborsky, on 1997 September 4 and scheduled to close on or before 1997 November 28, for the lands composed of part of Lot 16, Concession 7, in the former Township of Barton, now in the City of Hamilton, being more specifically described as Parts 1 and 2, Plan 62R-10900, containing a total area of 8.19 square metres (88.16 square feet) more or less, being the 0.30 metre reserve abutting part of the easterly limit of No. 190 Annabelle Street, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of \$2 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,
 - (ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,
 - (iii) That in accordance with the Real Property Sales Procedural By-law No. 95-049:
 - satisfactory notice has been given to the Public of the intended sale; and,
 - (2) no appraisal of the fair market value of the real property intended to be sold was obtained as 1' Reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,
 - (3) the City Clerk be authorized and directed to execute and issue a certificate of Compliance in the Form prescribed pursuant to Section 193 of the Municipal Act.

D. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

Information Reports

The Committee was in receipt of a report dated 1997 September 22nd from the Secretary, Transport and Environment Committee respecting information reports.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that was previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1997 July 29	V. J. Abraham	1995 Air Quality Data	1997 August 21
	Director of Planning and Development J. G. Pavelka Chief Administrative Officer	Summary - Regional Municipality of Hamilton-Wentworth	
1997 Aug. 25	Regional Environment Department	Class Environmental Assessment North Slope Remediation and Leachate Collection Upper Ottawa Landfill Site	1997 August 28
July/August	Ontario Good Roads Association	Brochure	1997 August 29

1997 Aug. 28 Commissioner of Public Works and & Traffic Parks By-law Enforcement 1997 September 4

1997 Sept. Environment Canada Action 21 Network 1997 September 16

1997 Sept. 9 Ministry of Environment and Energy Notice of Amendment No. 4 1997 September 15

to Provisional Certificate oval No. A100146

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) PUBLIC WORKS DIVISION

(a) Proposed 1.5 m wide Asphalt Path East Side of Covington Street from Barton Street to Cascade Street

The Committee was in receipt of a report dated 1997 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Commissioner of Public Works and Traffic be authorized and directed to construct a 1.5m wide asphalt path on the east side of Covington Street between Barton Street and Cascade Street; and,
- (b) That the cost of the path estimated at \$15,700 be financed from Current Budget Account No. CH57410 60602.

(b) Pedestrian Access Through City Alley Between Miles Court and Beulah Park

The Committee was in receipt of a report dated 1997 September 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That, in order to improve safety of pedestrians' access to Beulah Park, in respect to a portion of the City alley adjacent to the Park's northerly limit which extends between Beulah Avenue and Miles Court the following be approved:

- (a) That the Commissioner of Public Works and Traffic be authorized:
 - (i) to prepare a by-law in a form satisfactory to the City Solicitor, pursuant to the Municipal Act, (sec. 297) for the City,
 - 1. to assume the easterly one metre portion of the alley frontage on the westerly limit of Miles Court; and,
 - 2. to limit access -- between Miles Court and Beulah Park through the said easterly one metre portion of this alley -- to pedestrians; and,
 - (ii) to advertise Notice of this proposed by-law for four consecutive weeks in accordance with the Municipal Act; and,

- (b) That the Transport and Environment Committee hear any objections to this proposed by-law and make its recommendation to Council; and,
- (c) That, subject to the enactment of the proposed by-law, the Commissioner of Public Works and Traffic be authorized and directed to install bollards, signs and related works on the said one metre portion of the City alley beside Miles Court to enforce the pedestrians only limitation.

(c) Annual Supply and Delivery of Highway Salt

The Committee was in receipt of a report dated 1997 September 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of highway salt as and when required during the 1997/98 Winter Season by the Department of Public Works and Traffic in accordance with specifications issued by purchasing and vendors' tenders and be financed through stock materials Account No. CH56197 60999, as follows:

Sifto Canada Delivered Highway Salt \$41.00/tonne

(d) Tree Removal - Children's Museum

The Committee was in receipt of a report dated 1997 September 18 from the Director of Culture and Recreation and the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee was advised that this issue did not require Committee approval and it was agreed that the item be withdrawn from the agenda.

(ii) TRAFFIC DIVISION

(a) Proposed Staffing Changes in the Parking Control Section of the Public Works and Traffic Department

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That, effective 1997 November 1, the staff complement of the Parking Control Section of the Public Works and Traffic Department be adjusted as follows:

DELETE

Parking Control Officer (presently vacant) 1.0 FTE

ADD

By-law Services Officer

1.0 FTE

(b) Intersection of Adair Avenue and Central Avenue

The Committee was in receipt of a report dated 1997 July 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Adair Avenue and Central Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(c) Intersection of Dunsmure Road and Garfield Avenue South

The Committee was in receipt of a report dated 1997 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Dunsmure Road and Garfield Avenue South, and that the City Traffic By-law No. 89-72 be amended accordingly.
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(d) Intersection of Ottawa Street South and Justine Avenue

The Committee was in receipt of a report dated 1997 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Ottawa Street South and Justine Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(e) Brigade Drive and Bastille Street

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Bastille Street and Brigade Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(f) Tenth Avenue and East 43rd Street

The Committee was in receipt of a report dated 1997 September 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Tenth Avenue and East 43rd Street, and that the City Traffic By-law No. 89-72 be amended accordingly.
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(g) Byng Street and Massena Drive

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Massena Drive and Byng Street, and that the City Traffic By-law No. 89-72 be amended accordingly.
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(h) Alconbury Drive and Rexford Drive

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Alconbury Drive and Rexford Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.
- (b) That the Commissioner of Public Works and Traffic be directed to report back in 6 months time on this issue.

(iii) CITY ENGINEER

Road Right-of-Way Widening Walnut Street King Street to King William Street

The Committee was in receipt of a report dated 1997 September 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Charters reviewed the issue with the Committee and following discussion, the Committee approved the following recommendation:

(a) That notwithstanding the minimum designated width of 15.0m for all streets, the designated road allowance width for Walnut Street from King Street to King William Street shall be 12.19m; and,

(b) That lands shown as Part 5 on Reference Plan 62R-14190 not be incorporated into the Walnut Street road allowance.

Note: Alderman G. Copps recorded opposed.

4. **CITY SOLICITOR**

Graffiti By-law

The Committee was in receipt of an information report dated 1997 September 15 from the City Solicitor respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the appropriate By-law prepared by the City Solicitor for Graffiti Prevention, Prohibition and Abatement be forwarded to City Council for enactment.

5. **OTHER BUSINESS**

Alderman Kiss requested that staff prepare a report on the issue of the material piled at the corner of Barton Street West and Crooks Street.

ADJOURNMENT 6.

There being no further business, the meeting then adjourned,

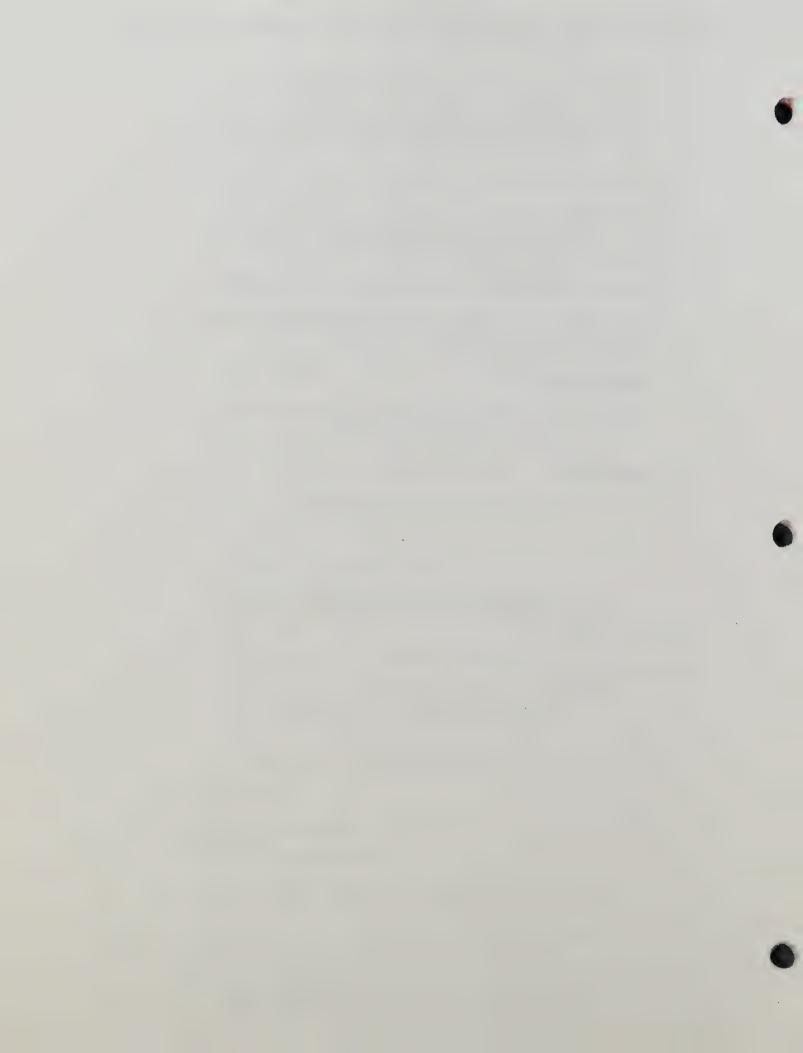
Taken as read and approved,

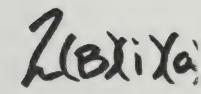
ALDERMAN H. MERLING, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson Secretary

1997 September 22nd

/mjw





- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-210-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 488 Catharine Street North - Request to Remove a

Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Catharine Street North commencing at a point 166 feet north of Macauley Street East and extending to a point 27 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

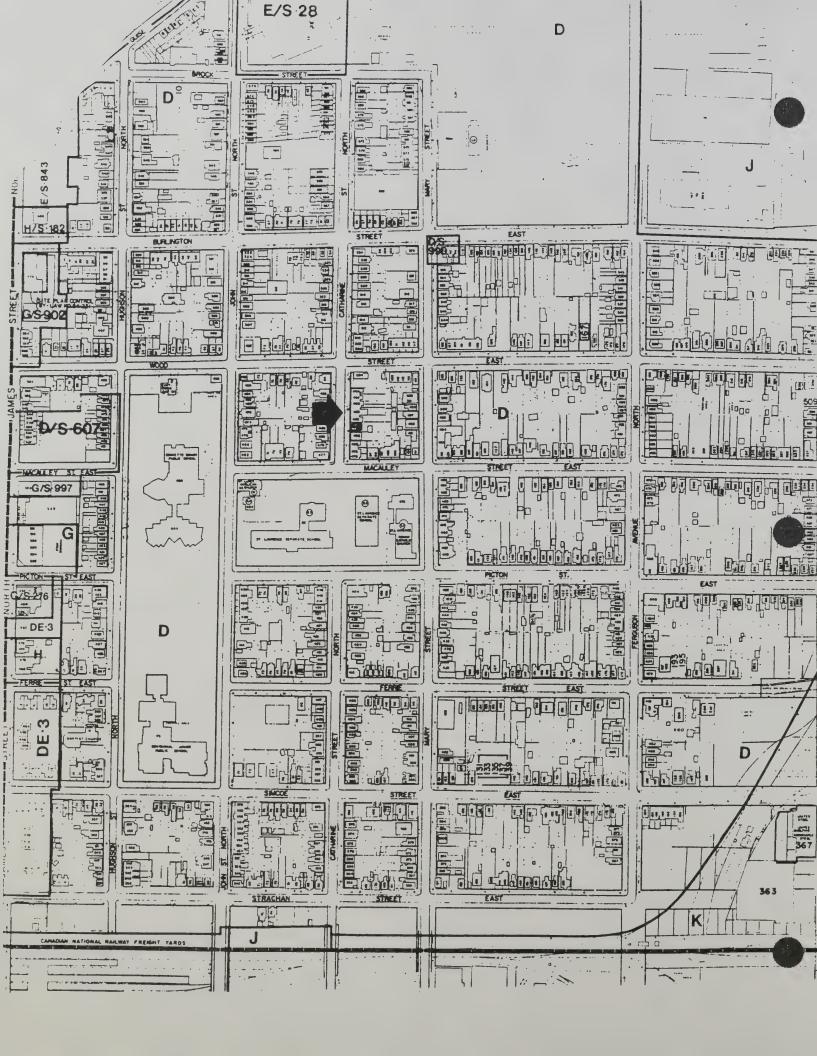
Sufficient funds have been made available in the 1997 operating budget to cover the cost of removing the subject signs.

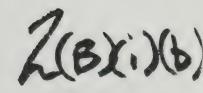
BACKGROUND:

Staff has received a request from Mr. Herculano Ferraz, tenant of No. 488 Catharine Street North, that the existing reserved "Permit Parking" space on the east side of Catharine Street North in front of his home be removed because of objections from area residents. Therefore, it would be appropriate to remove the subject signs.

The removal of the subject regulation will restore one unrestricted parking space to the east side of the street.

CVB/MBH/kg





- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-212-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 54 Kinrade Avenue - Request to Remove a Wheelchair

Loading Zone

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Kinrade Avenue commencing at a point 157 feet south of Barton Street East and extending to a point 30 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

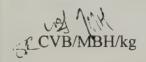
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

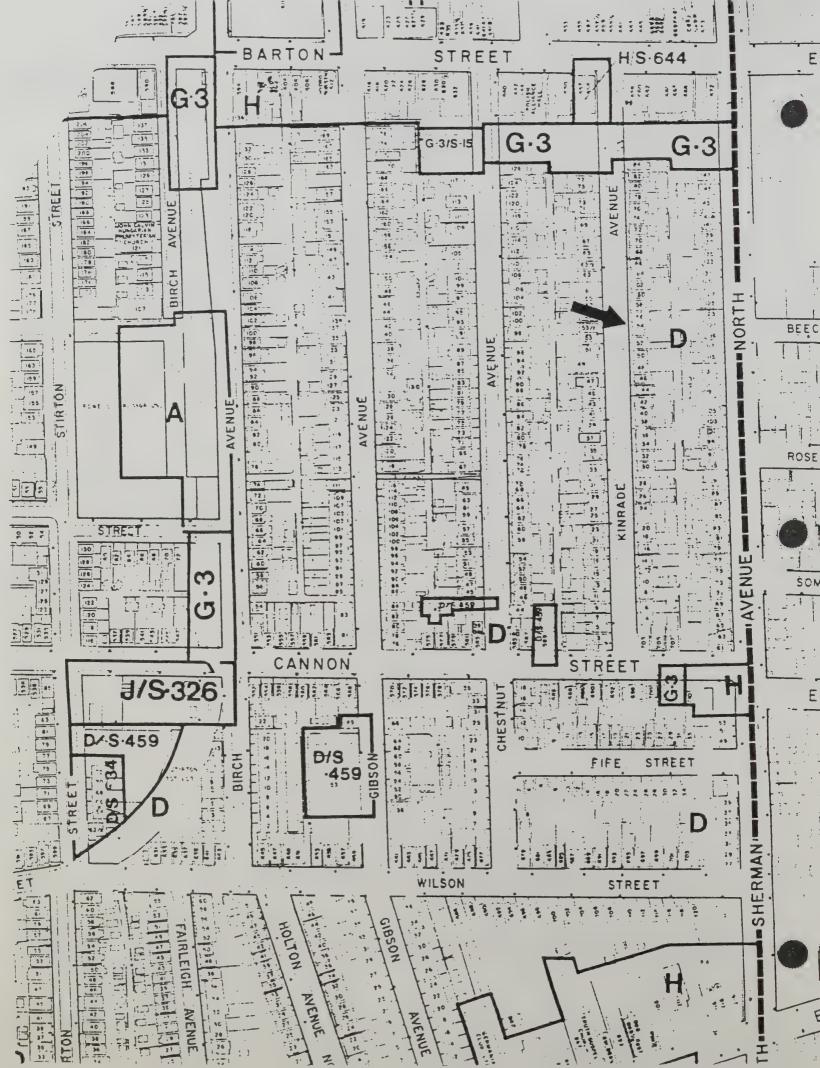
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

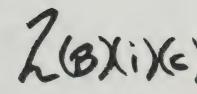
BACKGROUND:

Staff has received a request from an area resident to remove the "No Stopping, Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation from the east side of Kinrade, directly in front of No. 54 Kinrade Avenue, as the resident has passed away. Staff has been advised by Ms. Lewis, Urban Native Homes Incorporated, the owners of No. 54 Kinrade Avenue, that the resident has passed away and that the present tenant does not require the loading zone. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the east side of the street which is presently controlled by an "Alternate Side Parking" regulation.







- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-214-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 62 Francis Street - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 197 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Luigi Matteliano, No. 62 Francis Street.

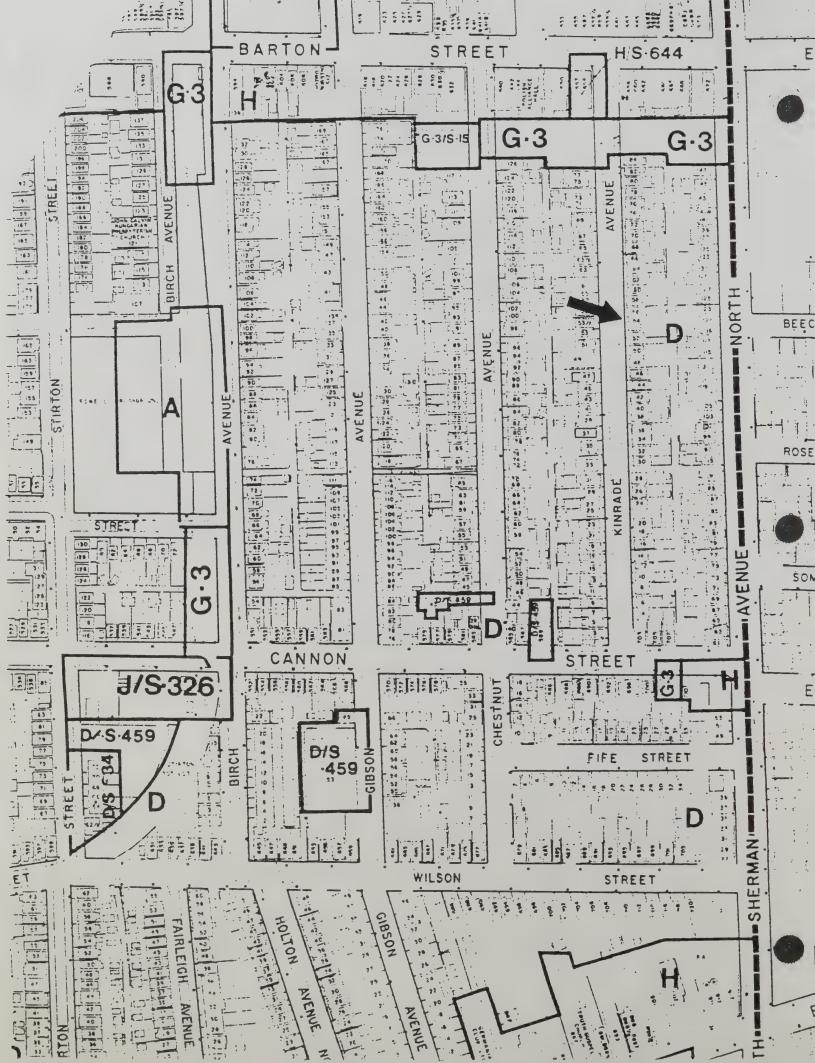
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Luigi Matteliano, No. 62 Francis Street, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of his home since he is disabled.

Francis has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-



2(BXiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-214-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 62 Francis Street - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 197 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Luigi Matteliano, No. 62 Francis Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

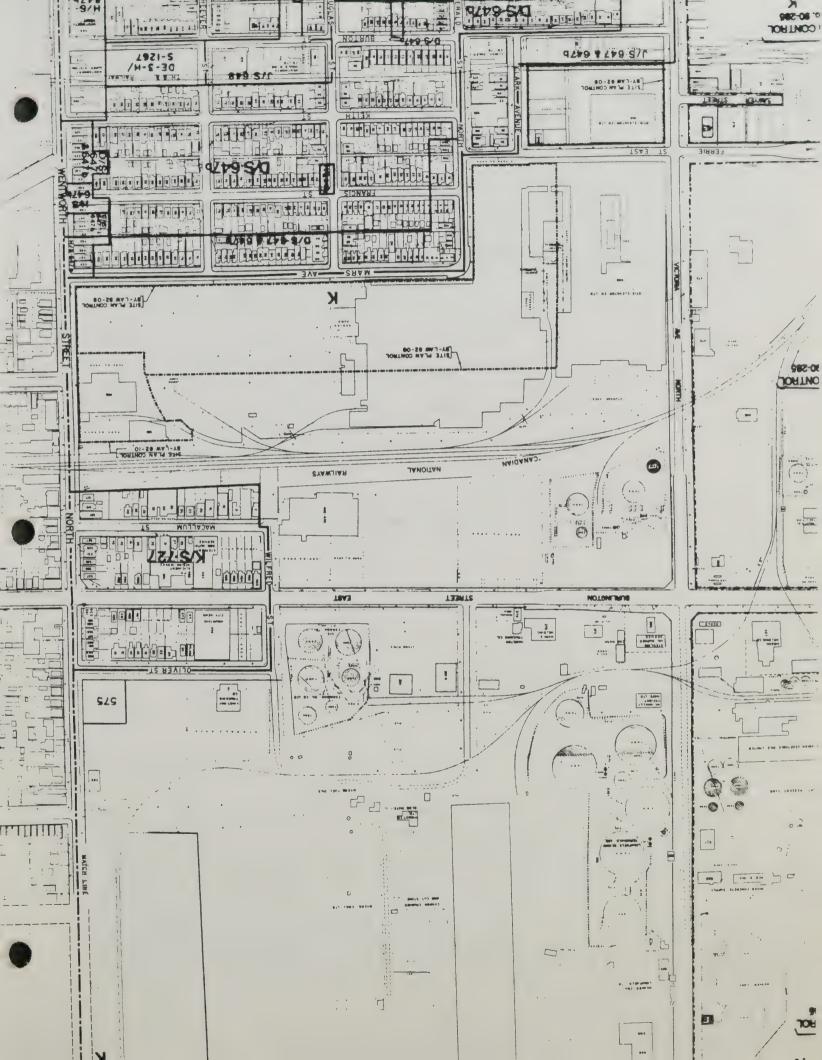
Staff has received a request from Mr. Luigi Matteliano, No. 62 Francis Street, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of his home since he is disabled.

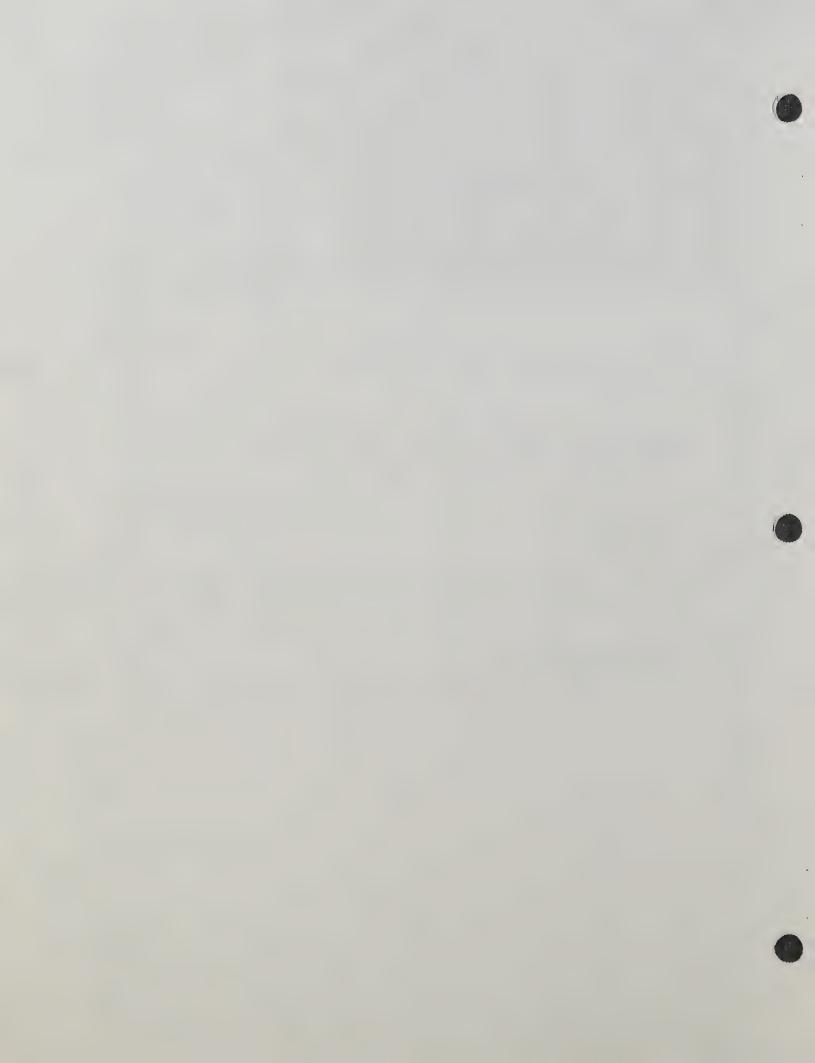
Francis has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-

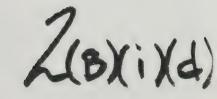
round basis. However, Mr. Matteliano has advised that he requires a space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the south side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Matteliano meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

1 CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-216-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

West 33rd Street between Angela Avenue and Leslie

Avenue - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Angela Avenue and Leslie Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit will off-set the cost to some degree.

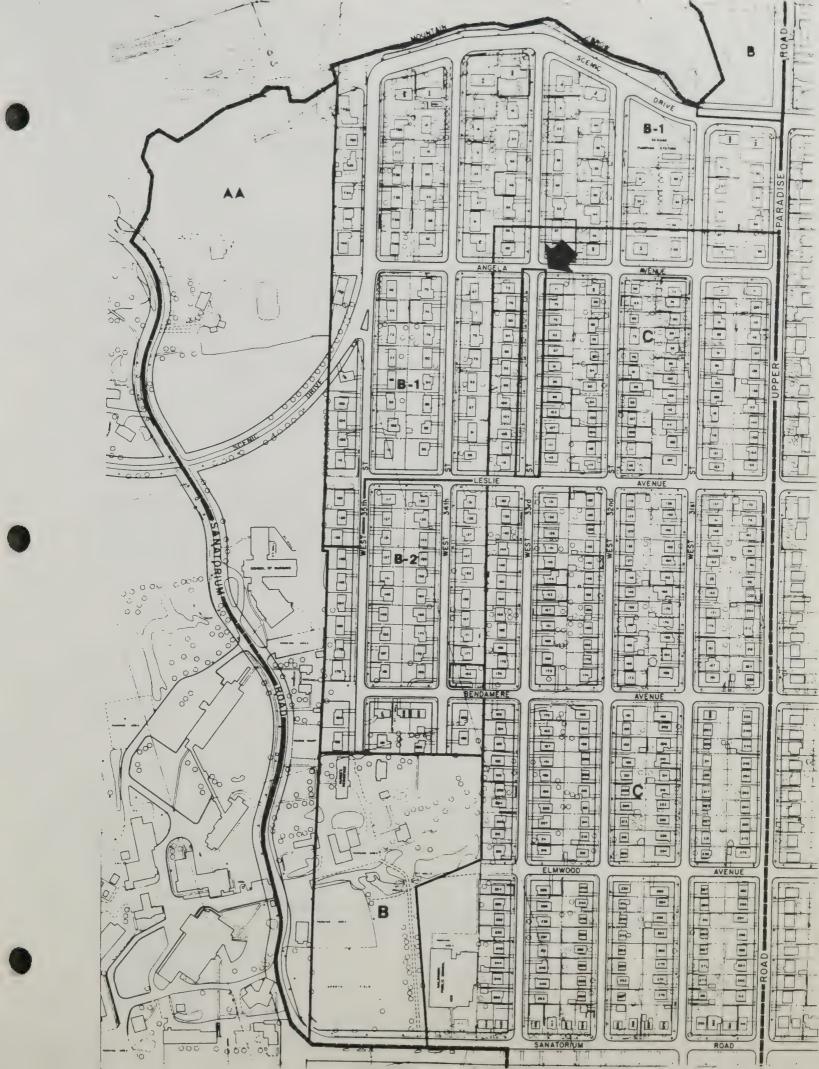
BACKGROUND:

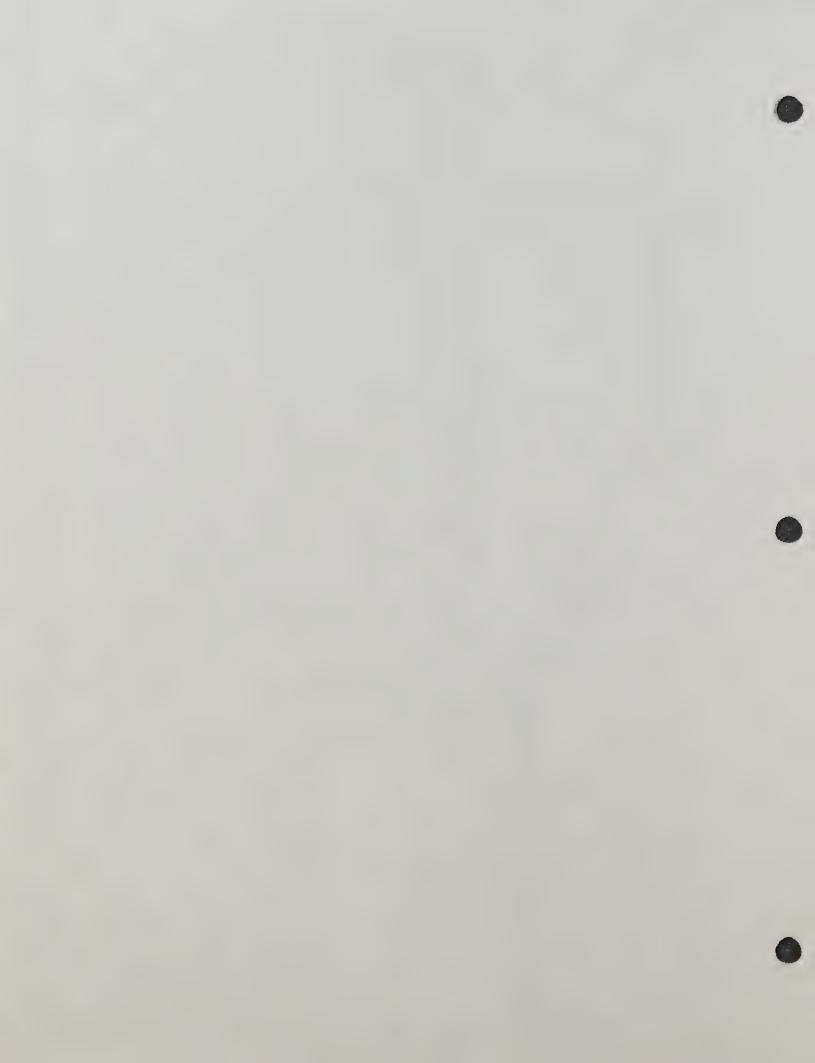
Staff has received a petition signed by representatives of 19 of the 24 residential properties abutting West 33rd between Angela and Leslie requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Fourteen of the residents that signed the petition are in favour of the requested regulation and five are opposed.

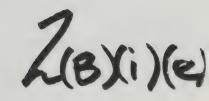
West 33rd has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 58 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

a CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-217-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 26 Bayfield Avenue - Request to Remove a Wheelchair

Loading Zone

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the east side of Bayfield Avenue commencing at a point 273 feet north of McAnulty Boulevard and extending to a point 24 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

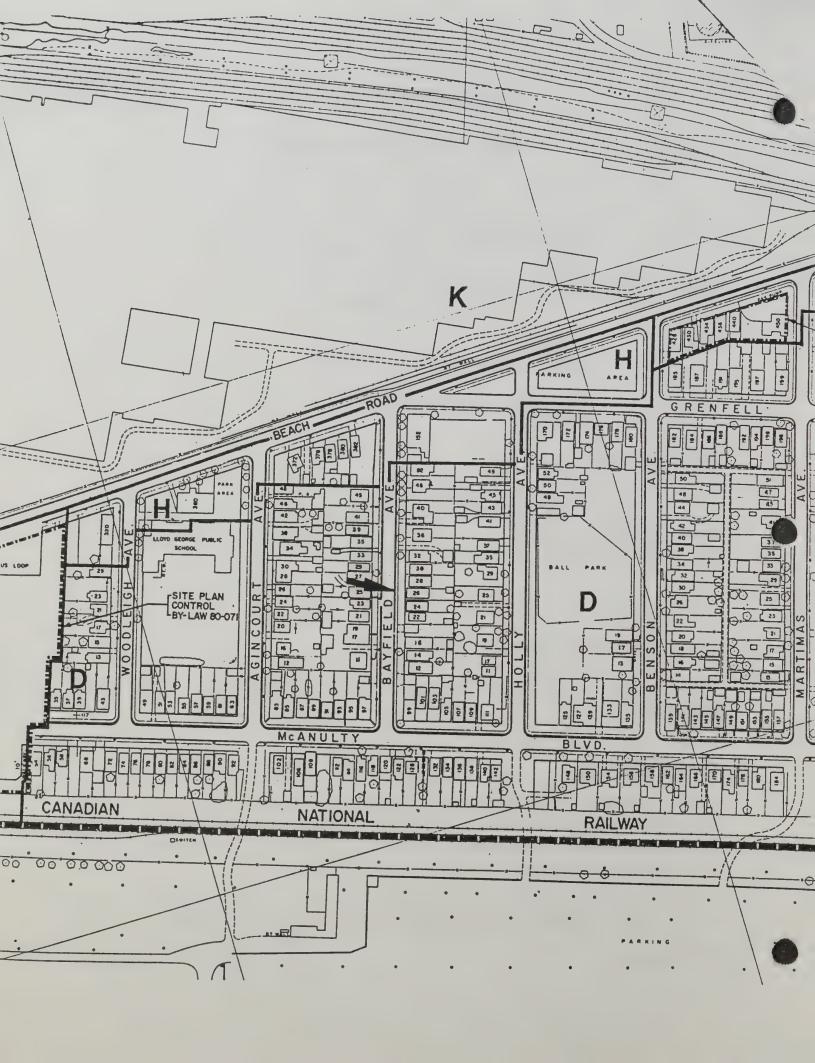
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

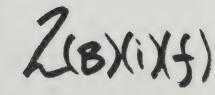
BACKGROUND:

Staff has received a request from Mr. Balenovich to remove the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation from the east side of Bayfield, directly in front of his mother's home as it is no longer required. Therefore, staff concurs with the request.

The removal of the subject regulation will restore one on-street parking space to the east side of the street which is presently controlled by an "Alternate Side Parking" regulation.

CVB/MBH/kg





- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-218-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 25 Clinton Street - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Clinton Street commencing at a point 101 feet west of the extended west curb line of Ruth Street and extending to a point 19 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Belinda Quinn, No. 25 Clinton Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

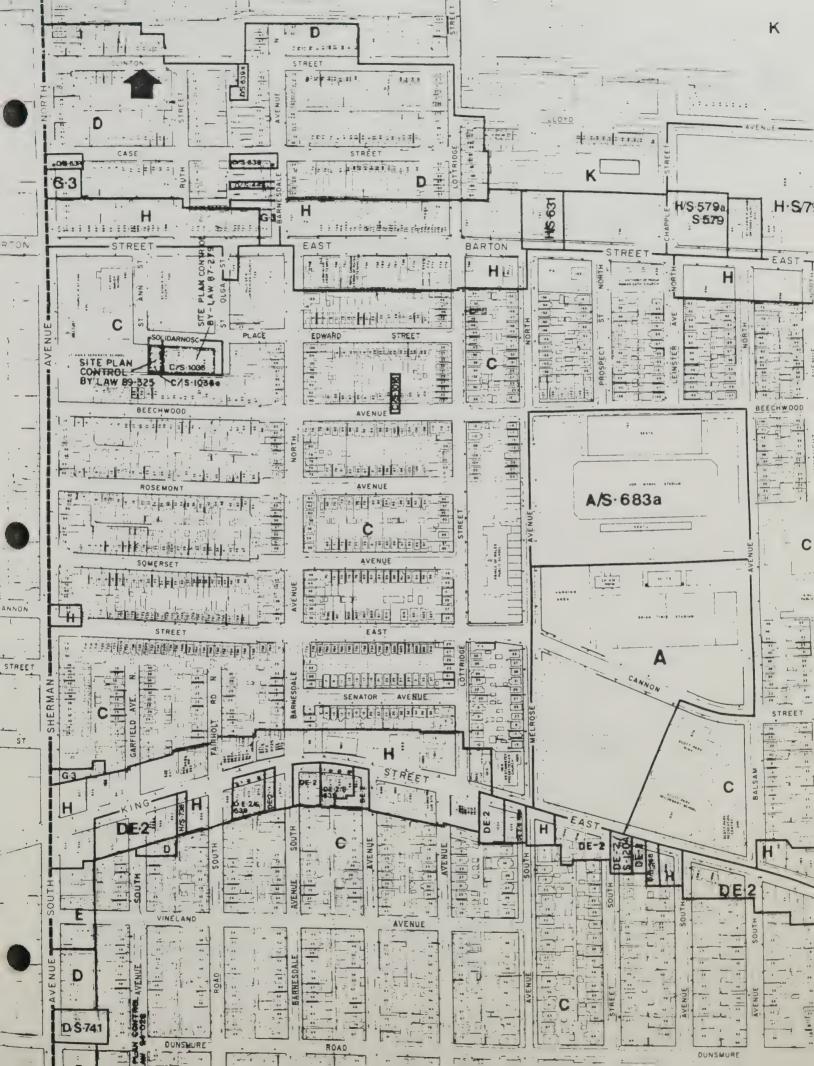
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

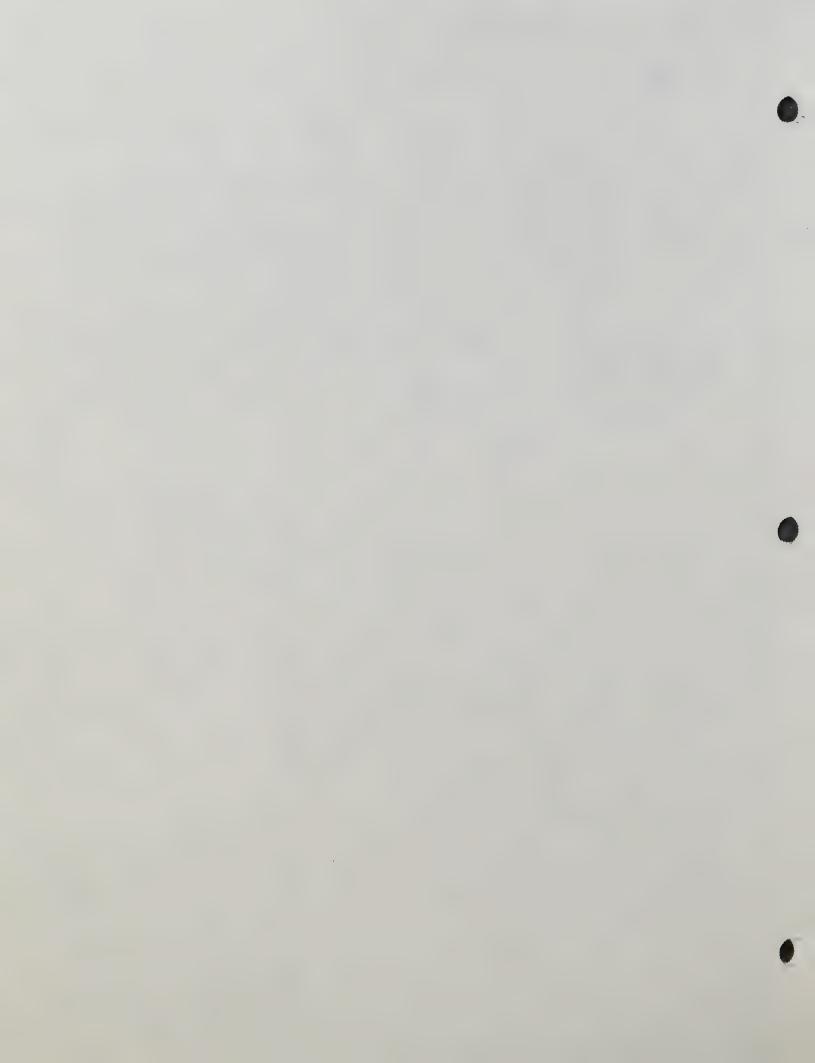
BACKGROUND:

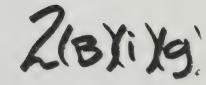
Staff has received a request from Ms. Belinda Quinn, No. 25 Clinton Street, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of her home since she is disabled.

Clinton has a 25-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Ms. Quinn has advised that she requires a space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the north side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Ms. Quinn meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.







- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-219-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Brucedale Avenue East between Upper James Street and

Prince George Avenue - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Brucedale Avenue East commencing at a point 139 feet east of Upper James Street and extending to a point 387 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

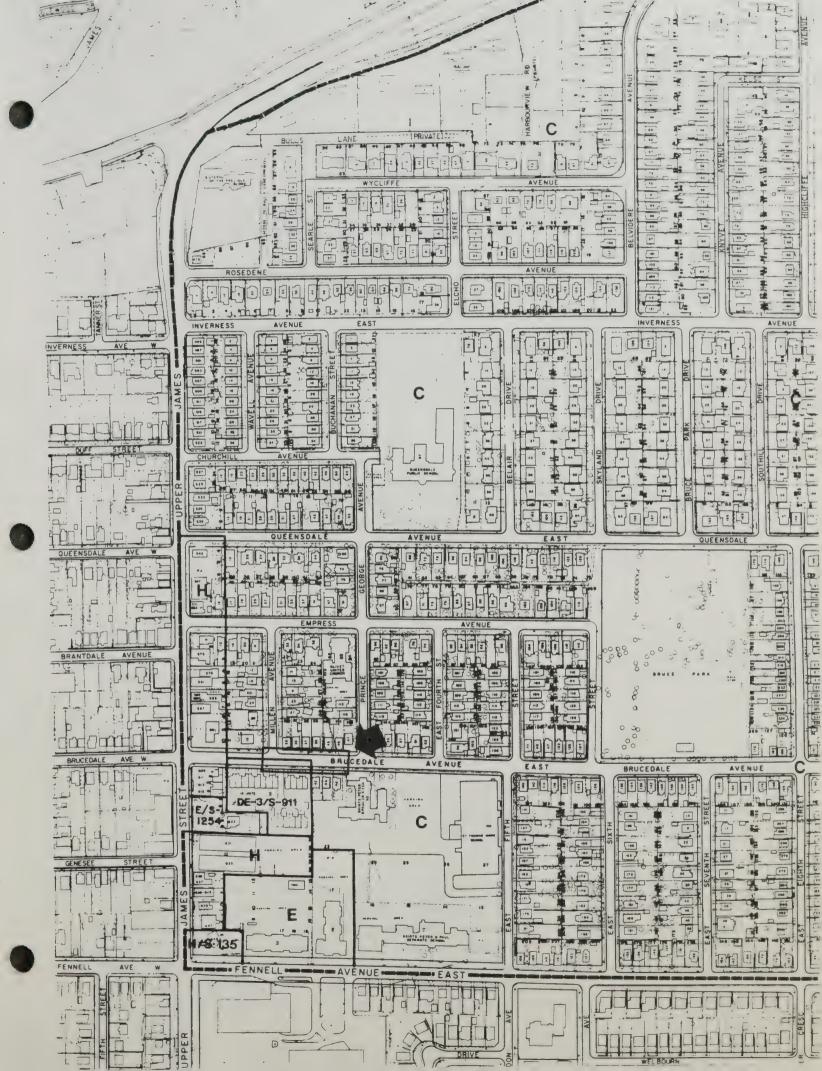
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

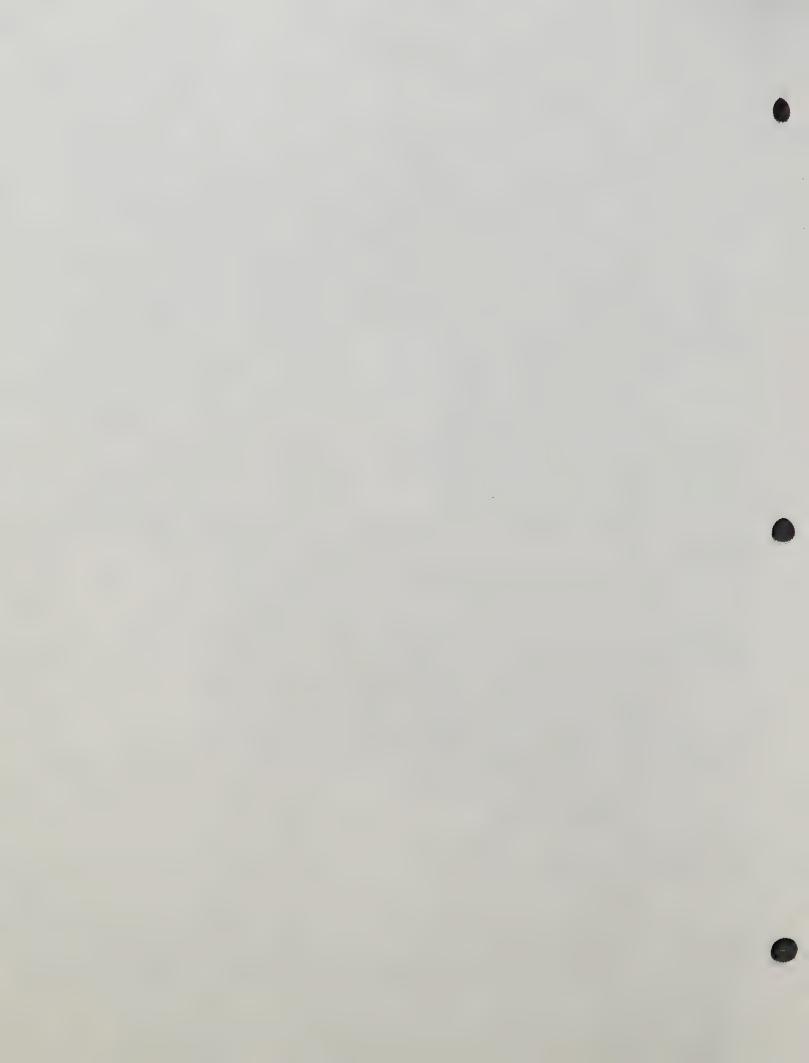
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit will off-set the cost to some degree.

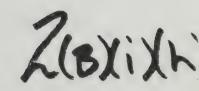
BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 24 properties abutting Brucedale between Upper James and Prince George requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of the street in this area. All 17 of the representatives that signed the petition are in favour of the requested regulation.

Brucedale has a 40-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Also, there are parking meters on both sides of the street, directly east of Upper James. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 71 percent of the abutting properties are in favour of the requested regulation, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 September 11

File No. TEC-215-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 80 Francis Street - Request for a Wheelchair Loading

Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Francis Street commencing at a point 40 feet east of Cheever Street and extending to a point 13 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

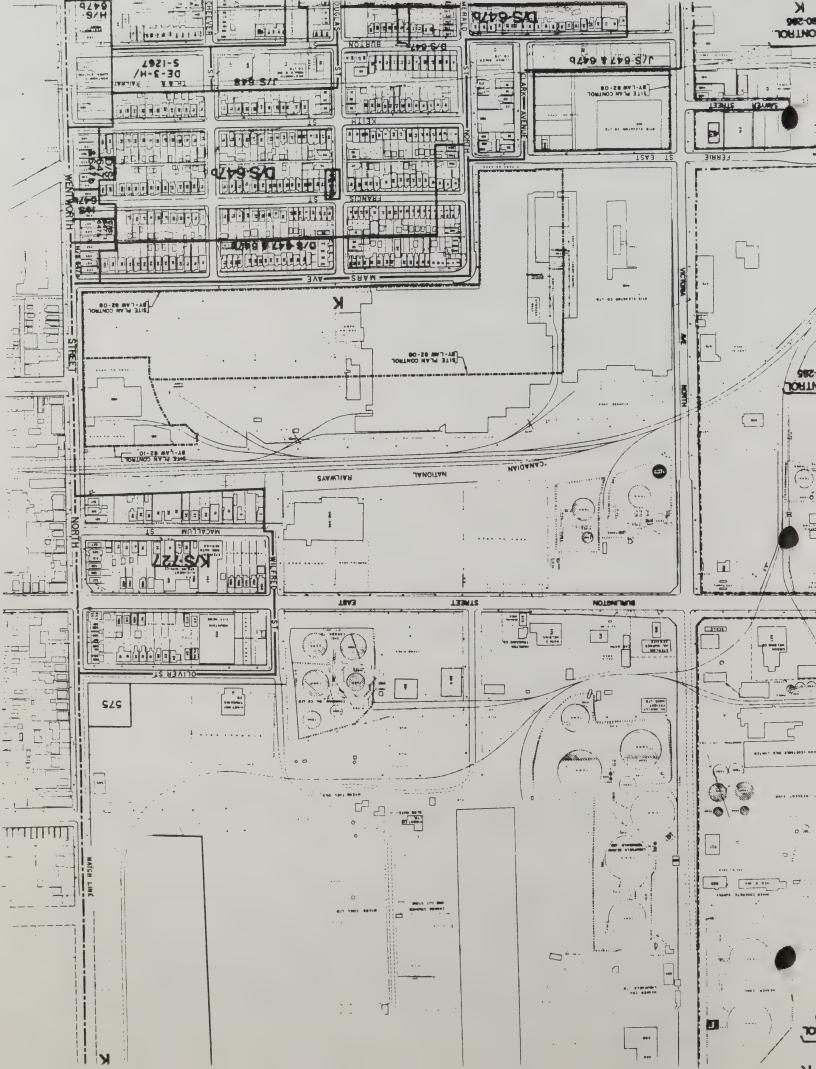
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

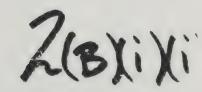
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli has advised of a request from Mr. Jacob Malacko, No. 80 Francis Street, that a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Francis directly in front of his home since his wife is disabled and requires the use of Darts vehicles.

Francis has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The implementation of the requested regulation would result in the loss of one on-street parking space directly in front of No. 80 Francis Street from the 1st to the 15th day of each month, April to November, and each day from December to March, under the existing "Alternate Side Parking" regulation. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.





- RECOMMENDATION -

DATE:

1997 September 23

File No. TEC-213-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

West Park Avenue between Sanders Boulevard and the

northerly end - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West Park Avenue between Sanders Boulevard and the northerly end, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit will off-set the cost to some degree.

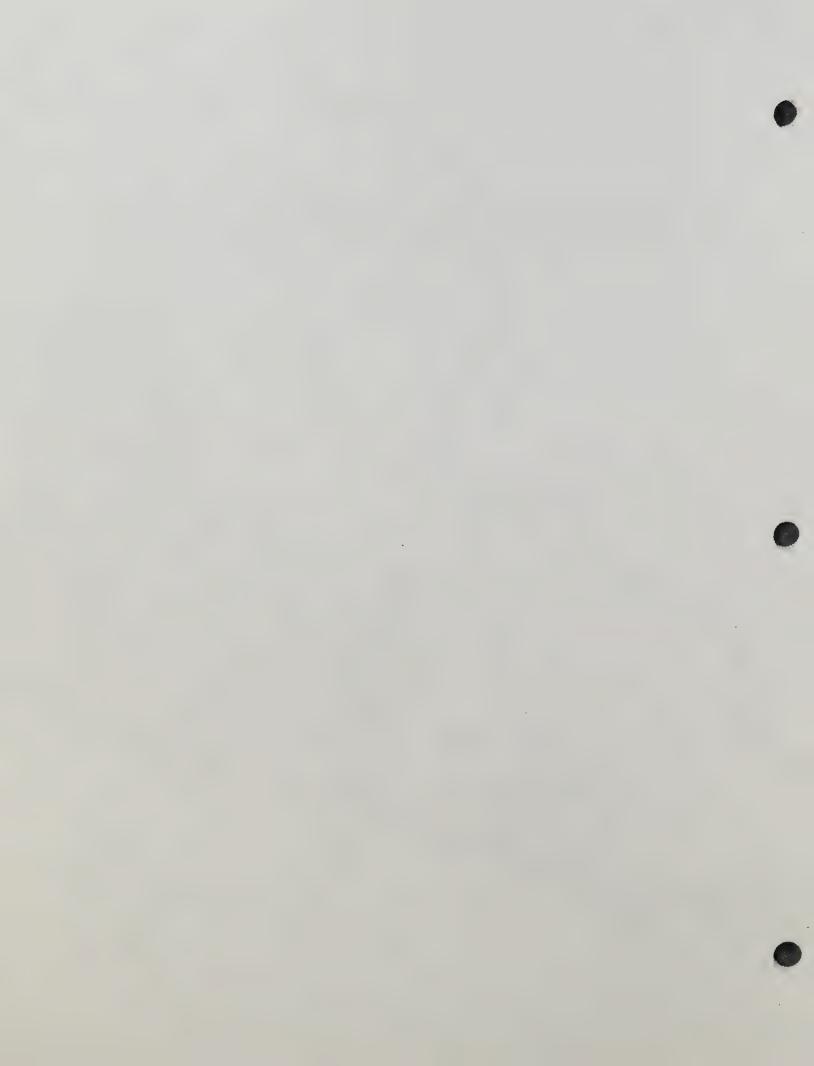
BACKGROUND:

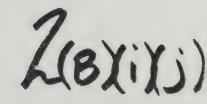
Staff has received a petition signed by representative of all twelve of the residential properties abutting West Park between Sanders and the northerly end requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Eleven of the petitioners are in favour of the requested regulation and one is opposed.

West Park has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of McMaster University.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicles(s) from the signed time limit regulation. Therefore, since 92 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 September 26

File No. TEC-227-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Apartment Building at No. 264 Main Street West -

Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, 27 Time Limit Exemption Permits to each of the first 27 eligible applicants residing in the apartment building at No. 264 Main Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$648. in revenue each year from the sale of parking permits to residents of this building.

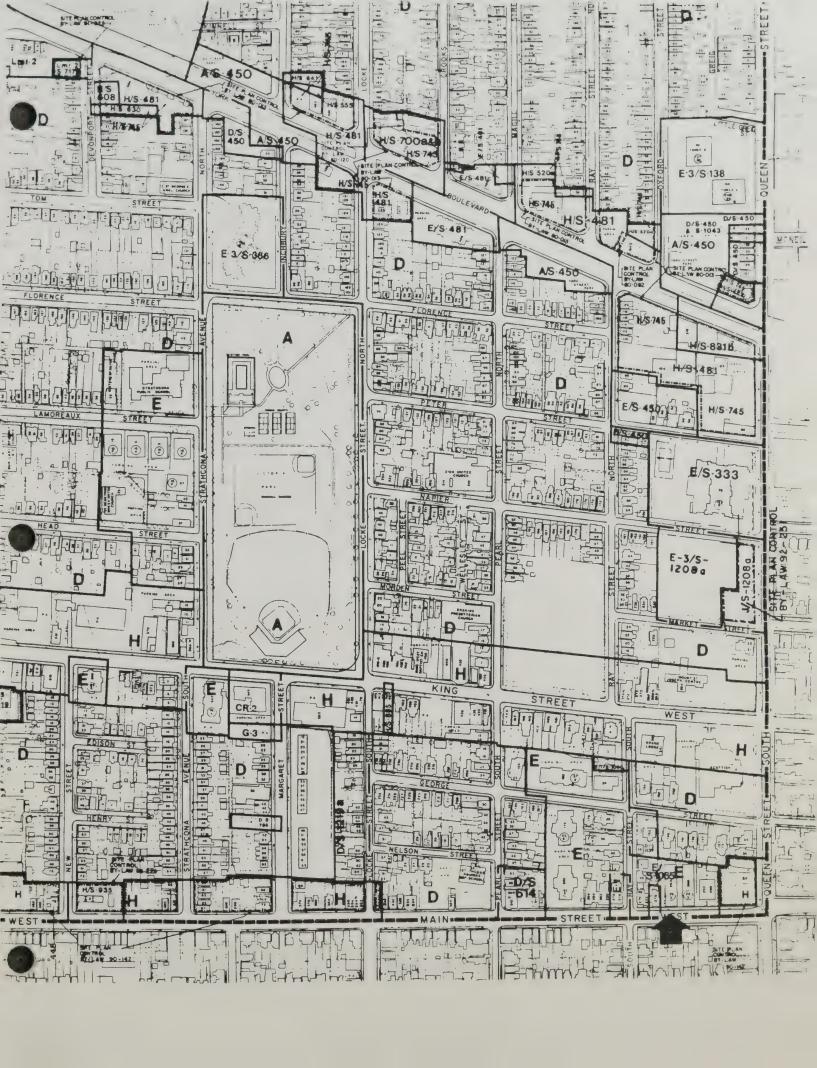
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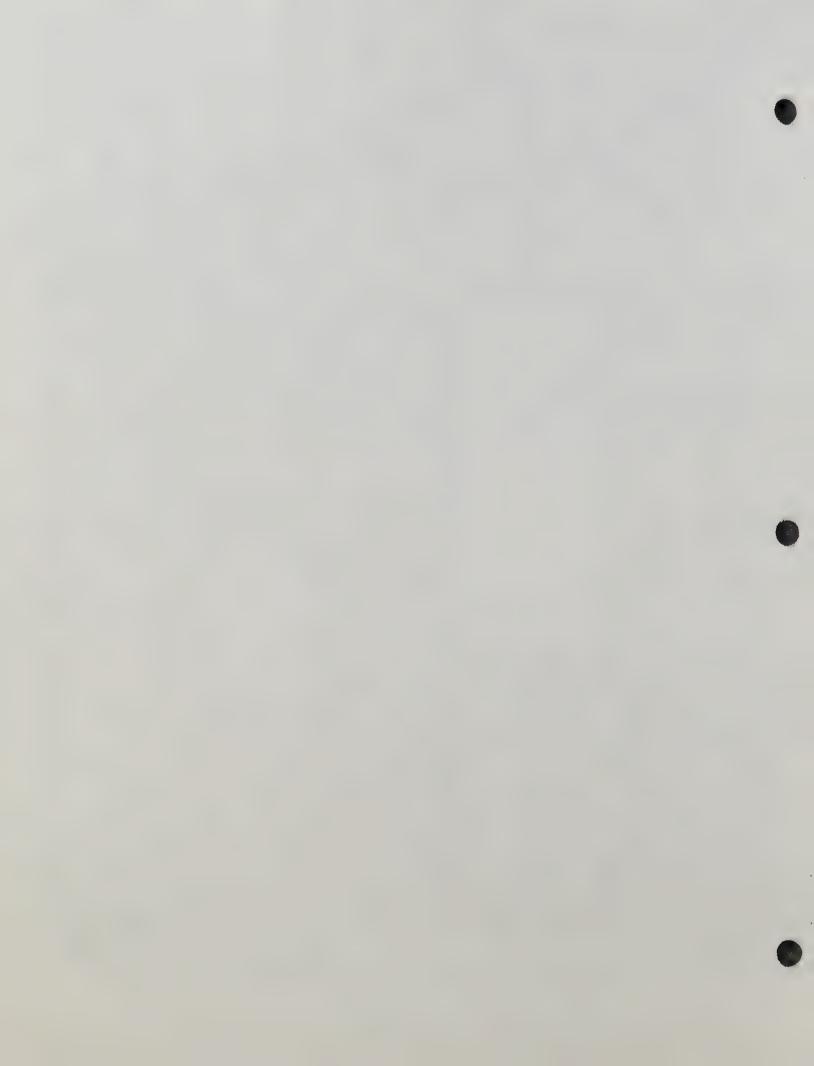
Staff has received a request from Ms. Melissa Kateman, 264 Main Street West, that Time Limit Exemption Permits be issued to the residents of this building.

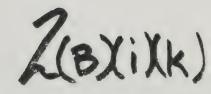
The subject apartment building is located on the north side of Main between Ray and Queen. Ms. Kateman has advised that she wishes to park her vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are 27 dwelling units within the apartment building, and that there are no off-street parking spaces available on the private property.

Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of 27 off-street parking spaces be provided for a new building of this size in this area. Thus, there is a shortage of 27 off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of 27 Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of 27 parking permits to the residents of this building on a first come first served basis.







- RECOMMENDATION -

DATE:

1997 September 26

File No. TEC-221-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Parking Regulations on Cranbrook Drive Adjacent to

R. A. Riddell School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to (a) Saturday" regulation on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending 40 feet southerly be relocated to a point 73 feet south of the south curb line of Greendale Drive and extending 40 feet southerly therefrom; and

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation (b) be implemented on the west side of Cranbrook Drive commencing at a point 113 feet south of the south curb line of Greendale Drive and extending 80 feet southerly therefrom; and

That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

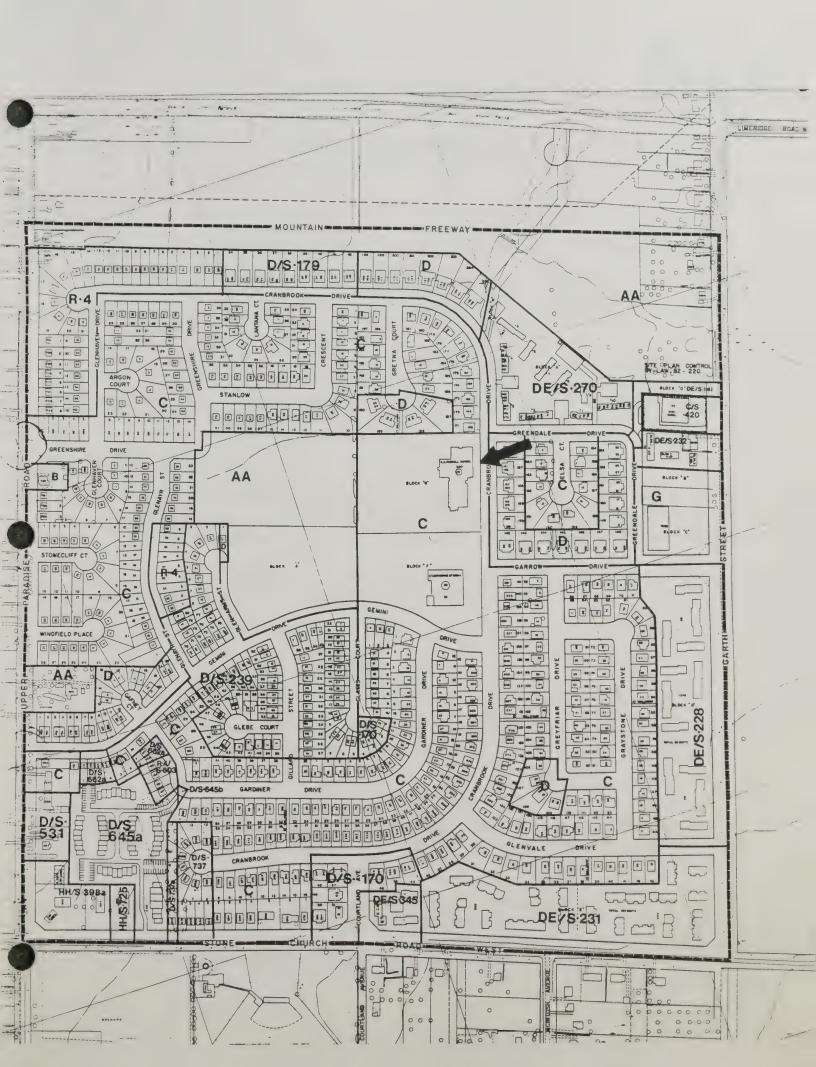
Sufficient funds are available 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

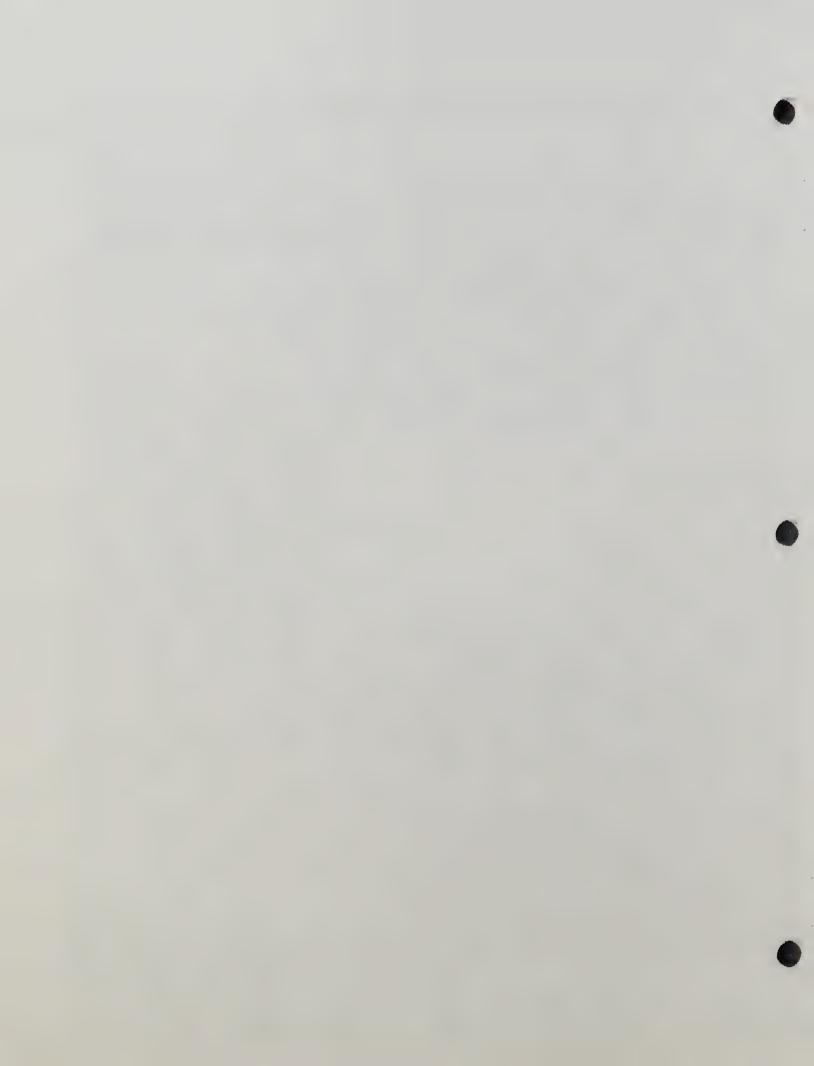
BACKGROUND:

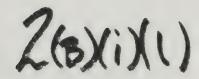
The Principal of R. A. Riddell School has requested that the existing parking regulations on the west side of Cranbrook Drive be revised due to changes in the transporting of children to the school. Last year the school was serviced by one school bus while this year, in addition to the existing school bus, there are now four additional minivans used to transport "special needs" children and a disabled child. In order to provide adequate curb side space for these additional vans in close proximity to the front doors of the school, the Principal has requested that a Wheel Chair Loading Zone be installed and the School Bus Loading Zone be relocated.

There is presently a "No Parking Anytime" regulation on the west side of Cranbrook in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

TAMBH/kg







- RECOMMENDATION -

DATE:

1997 September 26

File No. TEC-226-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 99 Carrick Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Carrick Avenue commencing at a point 210 feet south of Dunsmure Road and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Margaret McAusland, 99 Carrick Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

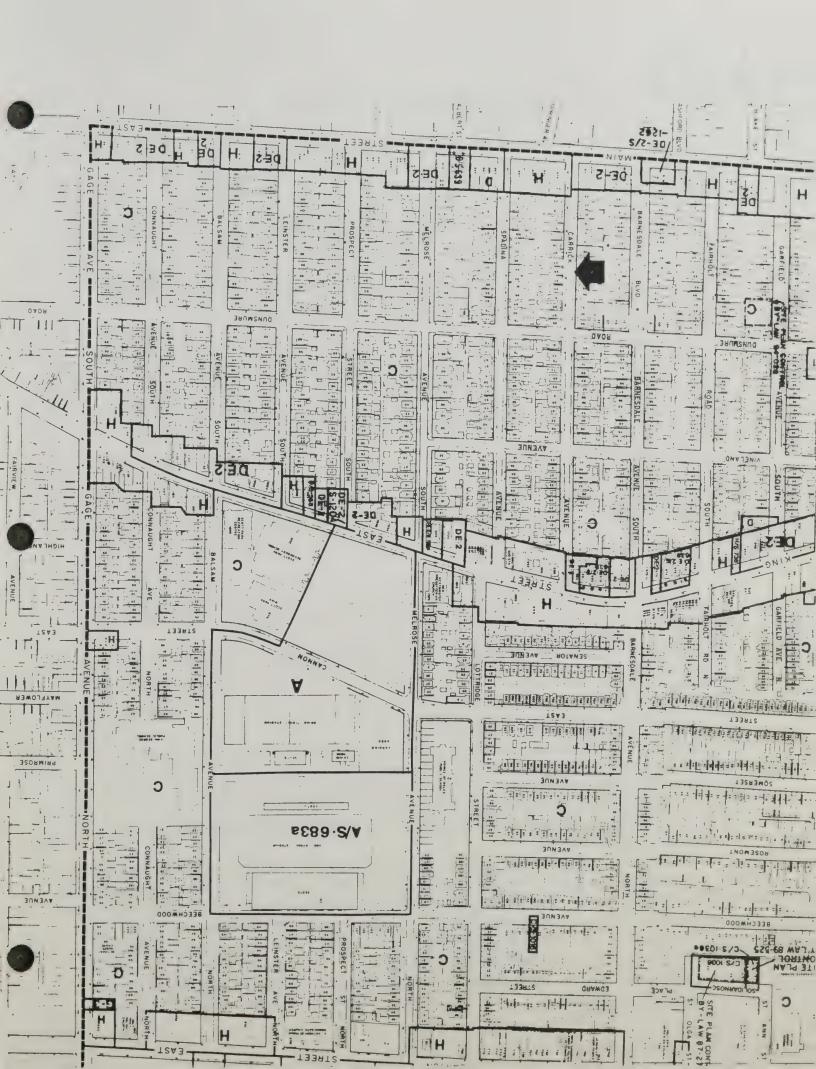
BACKGROUND:

Staff has received a request from Mrs. Margaret McAusland, 99 Carrick Avenue, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of her home since she is disabled.

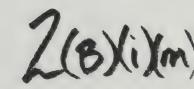
Carrick has a 28-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mrs. McAusland has advised that she requires a space on her side of the

street only so as not to inconvenience other area residents. Loading and unloading may occur on the east side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Ms. McAusland meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces. An investigation has revealed that there is a 8.5 foot driveway at the side of the property, however, Mrs. McAusland has advised that she cannot manoeuvre herself in and out of her vehicle when it is parked in the driveway and must park on the street. Therefore, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 September 26

File No. TEC-225-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Bonaventure Drive between Clifton Downs (east leg) and

Clifton Downs (west leg) - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Bonaventure Drive between Clifton Downs (east leg) and Clifton Downs (west leg), and that the City Traffic By-law 89-72 be amended accordingly.

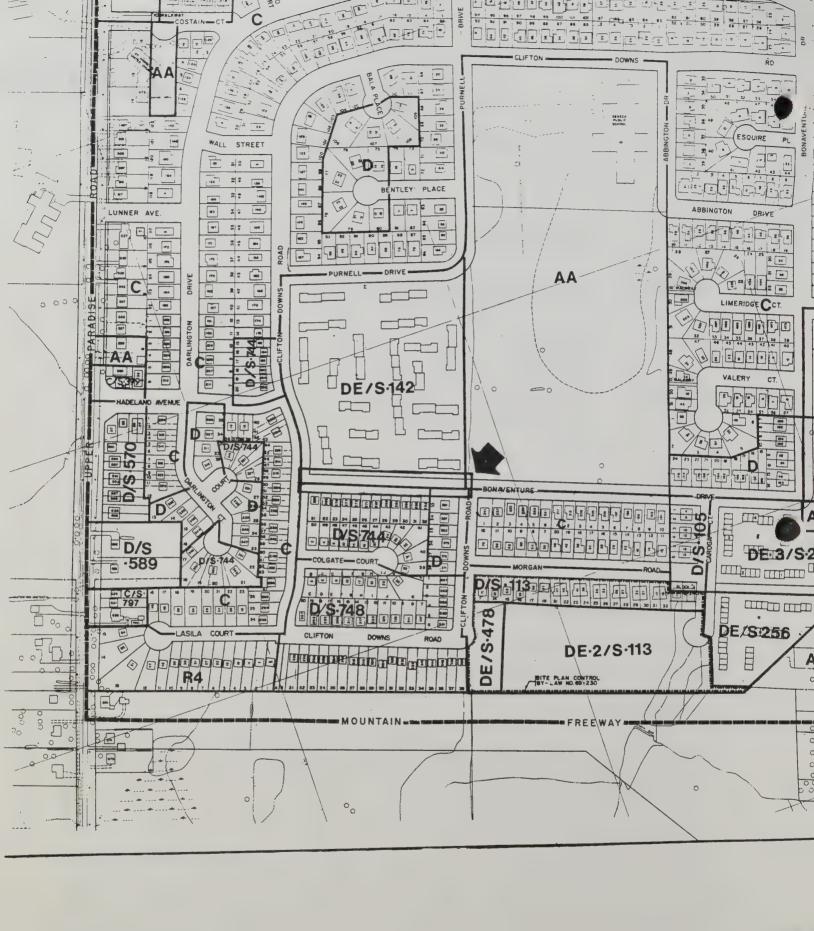
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

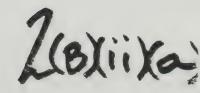
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of nine of the thirteen residential properties abutting Bonaventure between Clifton Downs (east leg) and Clifton Downs (west leg) requesting that a "No Parking" regulation be implemented on the north side of the street in this block. Eight of the residents that signed the petition are in favour of the requested regulation and one had no opinion. Two residents advised that they are opposed to the requested regulation.

Bonaventure has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and driveway movements. Staff generally supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Therefore, since 62 percent of the abutting residents support the requested regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.





- RECOMMENDATION -

DATE:

1997 September 17

File No. TEC-208-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Corinna Court and Emperor Drive -

Intersection Control

RECOMMENDATION:

That southbound traffic on Corinna Court be required to stop for eastbound and westbound traffic on Emperor Drive, and that the City Traffic By-law 89-72 be amended accordingly.

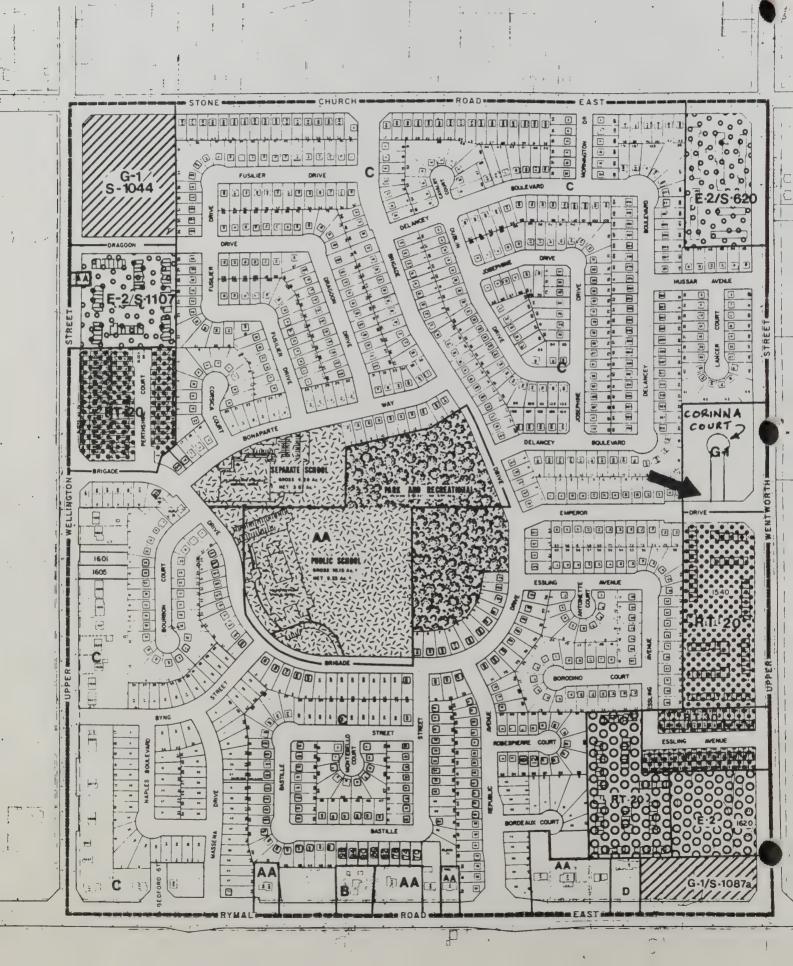
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

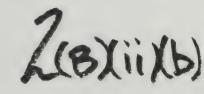
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The subject intersection is a recently constructed "T" type intersection in close proximity to Upper Wentworth, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff is recommending that stop control be implemented at the intersection of Corinna and Emperor.

CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 September 26

File No. TEC-224-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Graham Avenue South and Central Avenue

- Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Graham Avenue South and Central Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request from the A.M. Cunningham School Council that four-way stop control be implemented at the intersection of Graham and Central. The subject intersection is currently controlled by north/south stop signs and meets at least one of the criteria respecting the use of all direction stop control since it is in close proximity to A.M. Cunningham School. Therefore, staff concurs with the request.

CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 September 19

File No. TEC-209-97 / Author: E. R. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

School Bus Loading Zone on Queensdale Avenue East

adjacent to Timothy Christian School

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Queensdale Avenue East commencing at a point 65 feet east of East 8th Street and extending 126 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Timothy Christian School, Mr. Henk Nobel, has requested that a School Bus Loading Zone be provided on Queensdale Avenue East to service buses at his school.

This school does not currently have any on-street school bus loading facilities. In consultation with the Principal, it was decided that sufficient space should be allocated for three buses.



There are presently no restrictions on the north side of Queensdale in this area, thus there will be a loss of approximately six parking spaces during the daytime hours, Monday to Saturday. This area is totally within the limits of the school property and is not adjacent to any residential properties. Typically, much of the curb-side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in this area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Queensdale, staff concurs with the request.







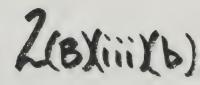








CITY OF HAMILTON - RECOMMENDATION -



DATE:

1997 September 8

File No. TEC-184-97 / Author: H. L. Solomon

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Approval of Traffic Signal Drawings

RECOMMENDATION:

That, in accordance with subsection 144(31) of the Highway Traffic Act of the Province of Ontario, the Commissioner of Public Works and Traffic, or his designate, be designated to approve traffic signal design drawings on behalf of the City of Hamilton, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The change by the Province will eliminate one step in the process of approval of signal drawings. This may expedite the installation of traffic signals on City streets.

As the City has the necessary expertise to undertake all phases of traffic signal design and installation, there will be no financial or staffing impacts associated with this change in Provincial legislation.

BACKGROUND:

Prior to 1997 March 3, drawings of any new or modified traffic signal had to be submitted to the Ministry of Transportation, Ontario, for final approval. In accordance with the revised subsection 144(31) of the Highway Traffic Act, this responsibility has now been transferred to "the municipality or authority that has jurisdiction over the highway or the intersection". The revised subsection requires that "no traffic control signal system or traffic control signal used in conjunction with a traffic control signal system shall be erected or installed except in accordance with an approval obtained from a person designated to give such approvals by the municipality". It is therefore necessary to designate a person to approve traffic signal drawings.

At present, traffic signal engineering design is done by the Department of Public Works and Traffic. Drawings are usually signed and sealed by the Manager of Traffic Engineering and Operations. Prior to signature, drawings are normally reviewed by three registered professional engineers. Traffic Division staff are properly trained and prepared for this task. The average experience of the present staff in traffic signal design is about 15 years. Through support from the City, Traffic Division staff undertake the necessary activities to remain current with the latest standards. This includes membership on the steering committee overseeing the present rewriting of the Ontario standard which will apply to signal design; and long-standing membership on the Canadian committee responsible for the same work.

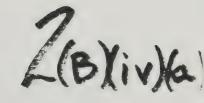
The new process to be followed for approving drawings has been discussed with the Law Department. An option that was discussed was for the approval to be signed by an outside agent. This is not suggested for the following reasons: the City will still be responsible by virtue of City staff having done the design and being required to seal the drawings; the time saving of not having to obtain Ministry approval will be lost; and extra costs will be incurred. Since traffic signal design is usually done by municipal staff, it is unlikely that a consultant would have the level of expertise that present City staff have.

It is recommended that the existing design process continue with the Commissioner of Public Works and Traffic, or his designate, formally designated as responsible for approvals on behalf of the City of Hamilton.

S/klk

c.c. Patrice Noé Johnson, City Solicitor, Law Department

CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 September 26

T103 51 J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Encroachment Agreements (R-97-76)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director Roads Division

Cont'd...

-page 2-1997 September 26

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

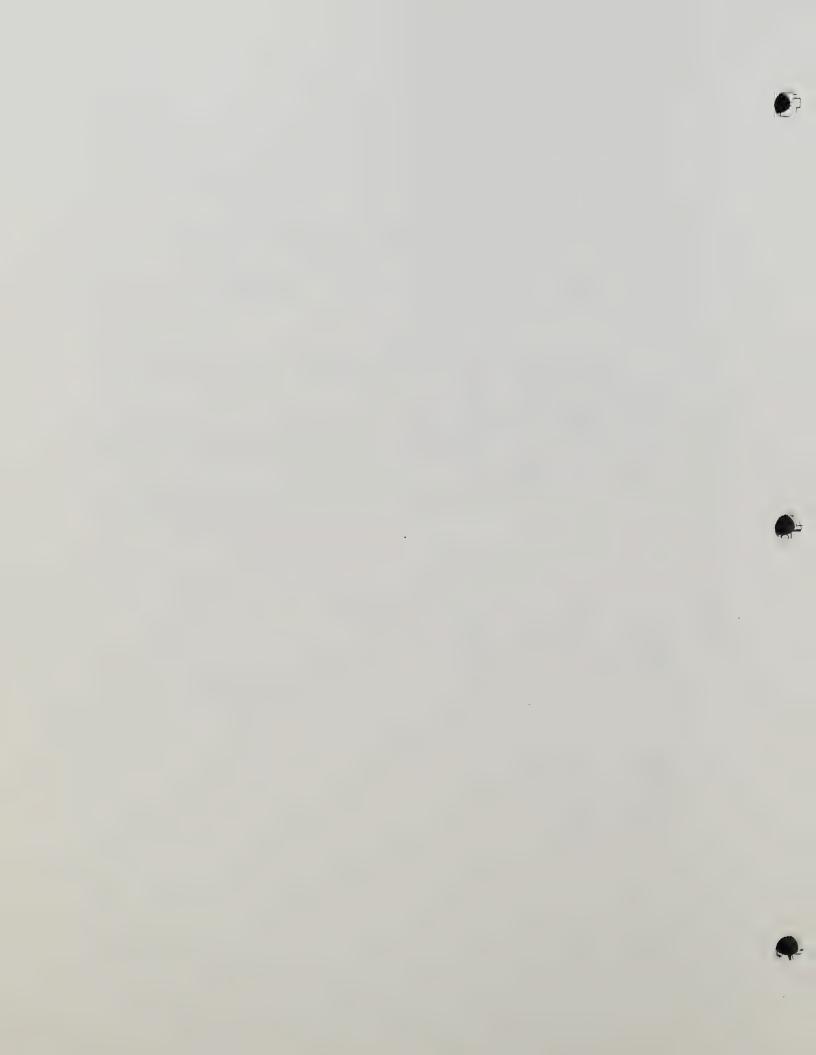
We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:

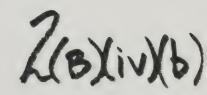
cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1997 October 14

Fee File Number	T103-50 (1318)	T103-50 (1325)	T103-50 (1320)	T103-50 (1323)
First Year/Annual Fee	\$184/20	\$184/20	\$184/20	\$184/20
Type of Encroachment	Portion of Front Porch measuring 0.90m x 4.50m Steps measuring 1.10m x 1.10m	portion of building measuring 0.304m x 12.385m	a portion of a front veranda and stairs measuring 1.200m x 2.900m	a portion of the front steps measuring 0.300m x 1.800m
Owner	B. Prevost	J. and M. Houston	A. MacLean	I. Perez A. Perez Gapuz
Municipal Address	416 MacNab St. N.	29 Emerald St. N	56 Burlington St. W.	149 Erie Ave.
Location	MacNab St. N.	King William St.	Burlington St. W.	Erie Ave.



CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 September 25

S719-82 P. Strong

S723-79

S720-32, M.P. Sabelli, C.E.T.

\$720-30 \$701-77 \$723-80

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

1997 Servicing Expenditures Related to Subdivisions (R-97-73)

RECOMMENDATION:

a)

That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"Silvana Gardens", Hamilton

City's Share - NIL -, Owner's Share \$ 234,750.97

"Wisemount Estates - Phase 9, Hamilton

City's Share - NIL -, Owner's Share \$ 198,906.66

"Tiffany - Phase 1", Hamilton

City's Share - \$ 26,028.00, Owner's Share - \$ 1,029,247.00

"Timothy Survey - Phase 1", Hamilton

City's Share - \$ 16,483.00, Owner's - \$ 416,010.00

Cont'd...

1997 September 25

1997 Servicing Expenditures Related to Subdivisions (R-97-73)

Cont'd....

"Aterno Gardens", Hamilton

City's Share - Nil, Owner's Share - \$415,769.12

"Wellington Meadows - Phase 1", Hamilton

City's Share - Nil, Owner's Share - \$ 79,185.29

- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Silvana Gardens", "Wisemount Estates Phase 9", Hamilton, "Tiffany Phase 1", "Timothy Survey Phase 1", "Aterno Gardens" and "Wellington Meadows Phase 1" as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor.
- c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- d) In the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, the Owners should be allowed to do so at their own risk provided that the Owners enter into a standard agreement with the City of Hamilton for pre-servicing.

That the City's share of servicing in "Tiffany - Phase 1" and "Timothy Survey -Phase 1" subdivisions at an estimated cost of \$ 26,028.00 and \$ 16,483.00 respectively, be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

D. Lobo

Commissioner

of Public Works and Traffic

J.D. Thoms

Regional Environment Department

Cont'd....

- Page 3 -

1997 September 25

1997 Servicing Expenditures Related to Subdivisions (R-97-73)

Cont'd....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1997 projects related to subdivision expenditure, including this recommendation is \$484,947.19. The 1997 Capital Budget includes a provision of \$800,000.00 for the City's share of subdivision expenditures in 1997.

"Tiffany - Phase 1"

The total estimated cost of the City's share of services to be approved at this time for "Tiffany - Phase 1" is \$26,028.00 which is associated with above ground works for extra depth asphalt on Sanatorium Road and Redfern Avenue. The City's share is non-recoverable in the future.

"Timothy Survey - Phase 1"

The total estimated cost of the City's share of services to be approved at this time for "Timothy Survey - Phase 1" is \$ 16,483.00 which is associated with above ground works for extra depth asphalt on Crerar Drive. The City's share is non-recoverable in the future.

BACKGROUND:

"Silvana Gardens"

At its meeting July 8, 1997 City Council approved Section 2 of the 11th report of the Planning and Development Committee for the draft plan of subdivision for Silvana Gardens subject to certain conditions. One of the conditions requires the owner (DiCenzo Construction Company Limited) to enter into a Subdivision agreement with the City of Hamilton.

The owner wishes to proceed with the development of Silvana Gardens at this time.

Cont'd....

- Page 4 -

1997 September 25

1997 Servicing Expenditures Related to Subdivisions (R-97-73)

Cont'd....

The development of "Silvana Gardens" will result in the creation of 40 Lots for single family residential units. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Silvana Gardens" are located on the south side of Queenston Road west of Parkdale Avenue in the Glenview West Neighbourhood.

"Wisemount Estates - Phase 9"

At its meeting of September 27, 1983 City Council approved the draft plan for "Wisemount Forest Survey Phase III", now known as "Wisemount Estates". The owner, 822827 Ontario Inc., wishes to proceed with the development of Wisemount Estates - Phase 9 at this time.

The development of "Wisemount Estates - Phase 9" will result in the creation of 47 Lots for street townhouses and 1 single family residential lot. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Wisemount Estates - Phase 9" are located west of Upper Kenilworth Avenue north of Limeridge Road East in the Lisgar Neighbourhood.

"Tiffany - Phase 1"

At its meeting of September 24, 1996 City Council approved the draft plan of subdivision for "Tiffany", under the condition that the Owner, Chedoke Health Corporation enter into a subdivision agreement with the City of Hamilton. The prospective owner, Starward Homes wishes to proceed with the development of "Tiffany - Phase 1" which will result in the creation of fifty-six (56) single family residential lots and one block.

The lands of "Tiffany - Phase 1" are located south-west of Scenic Drive in the Mountview Planning Neighbourhood.

Cont'd....

- Page 5 -

1997 September 25

1997 Servicing Expenditures Related to Subdivisions (R-97-73)

Cont'd....

"Timothy Survey - Phase 1"

At its meeting of October 25, 1994, City Council approved the draft plan of subdivision for "Timothy Survey", under the condition that the Owners, 1036210 Ontario Ltd. (Silvestri Investments Ltd.) enter into a subdivision agreement with the City of Hamilton. The Owners now wish to proceed with the development of "Timothy Survey - Phase 1" which will result in the creation of forth-two (42) single family residential lots.

The lands of "Timothy Survey - Phase 1" are located west side of Upper Wentworth Street north of Stone Church Road East, in the Crerar Planning Neighbourhood.

"Aterno Gardens"

At its meeting of April 24, 1990, City Council approved the draft plan of subdivision for "Aterno Gardens", under the condition that the Owner, DiCenzo Construction Company Ltd. enter into a subdivision agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "Aterno Gardens" which will result in the creation of forthnine (49) single family residential lots. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Aterno Gardens" are located east side of Upper Paradise Road north of Rymal Road West, in the Falkirk East Planning Neighbourhood.

"Wellington Meadows - Phase 1"

At its meeting of July 8, 1997 City Council approved the draft plan of subdivision for "Wellington Meadows", under the condition that the Owner, Scarlett Homes Ltd. enter into a subdivision agreement with the City of Hamilton. The Owner now wishes to proceed with "Wellington Meadows - Phase 1" which will result in the creation of eleven (11) single family residential lots. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

Cont'd.... - Page 6 -

1997 September 25

1997 Servicing Expenditures Related to Subdivisions (R-97-73)

Cont'd....

The lands of "Wellington Meadows - Phase 1" are located on the north side of Stone Church Road East west of Upper Wellington Street, in the Jerome Planning Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developers' Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

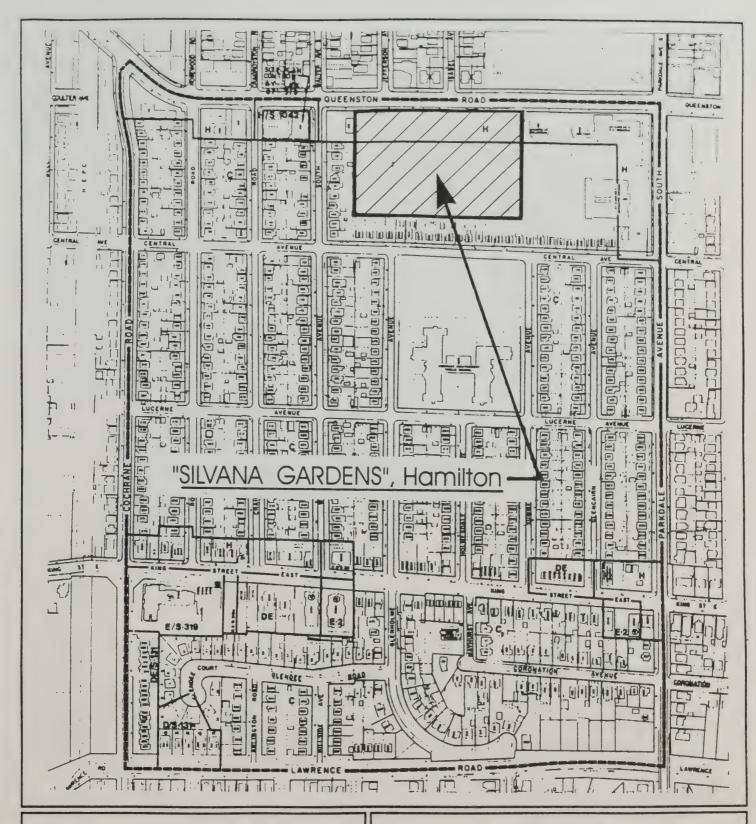
Finance and Administration Committee cc: Att: Alderman B. Charters, Chairman

Att: Susan K. Reeder, Secretary

Regional Environment Department cc: Mr. Jim Thoms, Commissioner

City Treasury Department cc: A.C. Ross, City Treasury Department Att: N. Adhya, Manager of Budgets

O:\SUBDIVIS:\T&E\97-09-24







KEY PLAN "SILVANA GARDENS", Hamilton

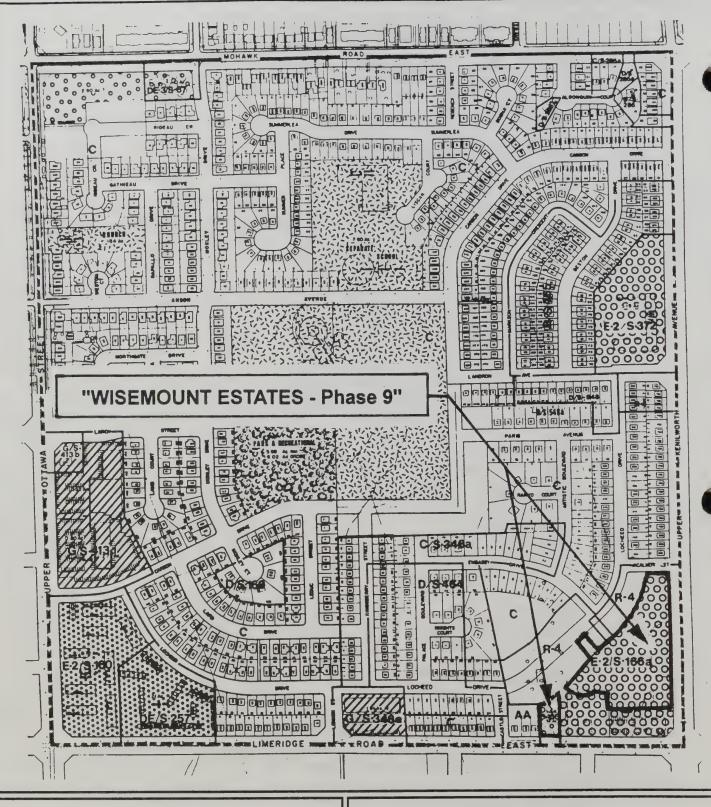
NORTH

NEIGHBOURHOOD GLENVIEW WEST

DATE Sept. 23, 1997 FILE No. S 719-82



Regional Municipality of Hamilton-Wentworth Environment Department, Development Division



LEGEND

Subject Lands

KEY PLAN "WISEMOUNT ESTATES - Phase 9"

NORTH

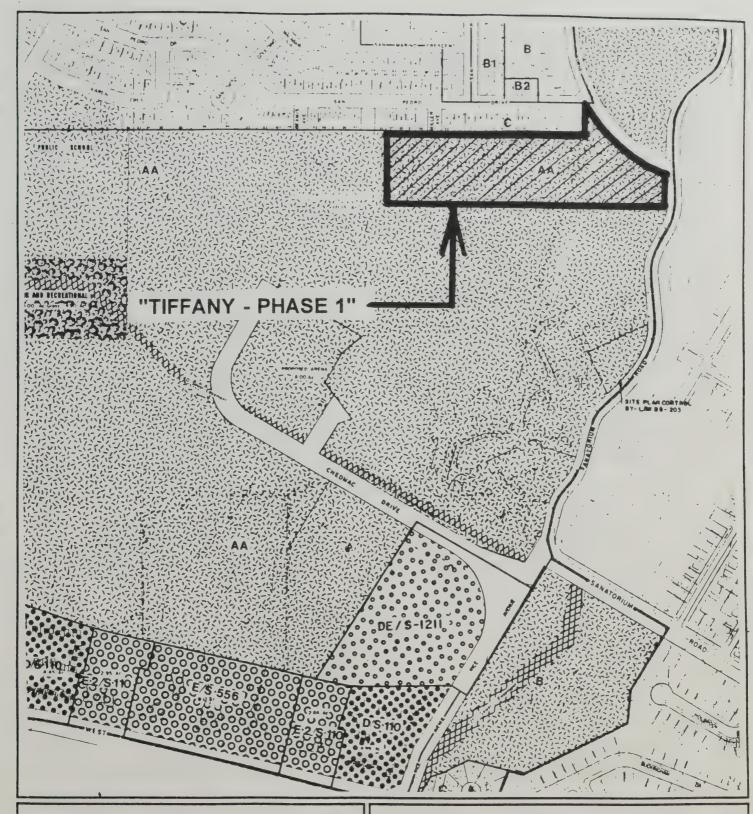
NEIGHBOURHOOD LISGAR- Approved Plan



DATE Sept. 16,1997 FILE No. S 723 79



Regional Municipality of Hamilton-Wentworth **Environment Department, Development Division**







KEY PLAN "TIFFANY - PHASE 1"

NORTH

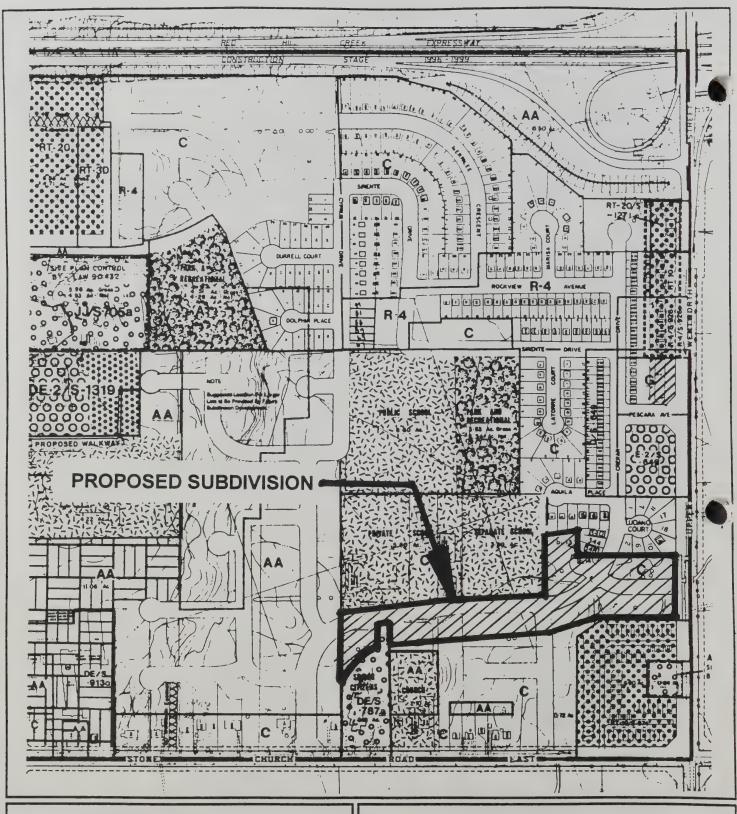
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<u>DATE</u> Sept. 23, 1997

FILE No. S720-32



Regional Municipality of Hamilton-Wentworth Environment Department, Development Division





KEY PLAN "TIMOTHY SURVEY - PHASE 1"

4

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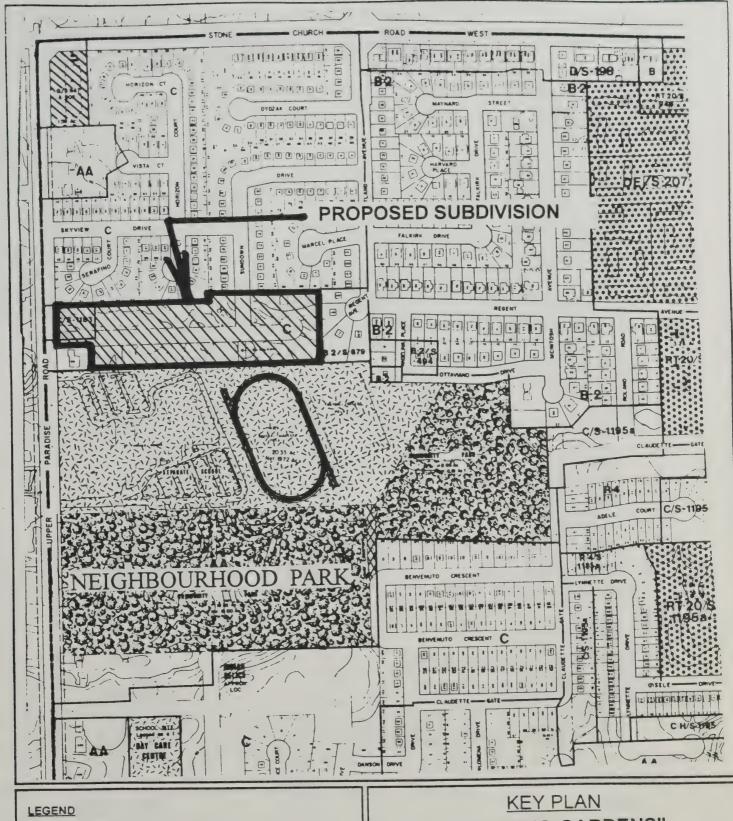
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<u>DATE</u> Sept. 23, 1997 FILE No.





Regional Municipality of Hamilton-Wentworth Environment Department, Development Division





"ATERNO GARDENS"



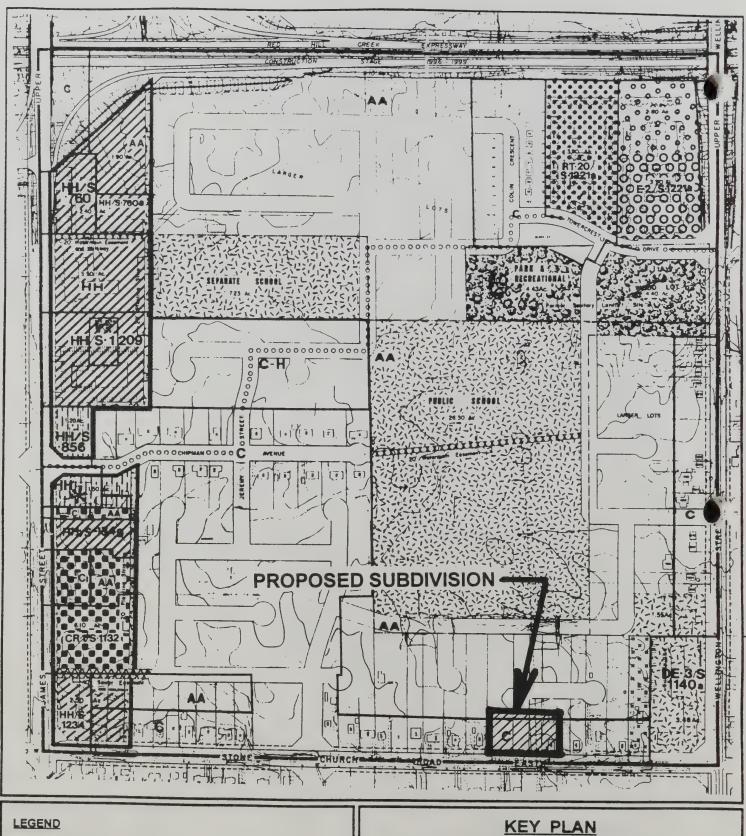
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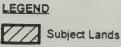


DATE Sept. 9,1997 FILE No.



Regional Municipality of Hamilton-Wentworth Environment Department, Development Division





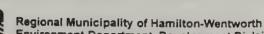
"WELLINGTON MEADOWS-PHASE 1"



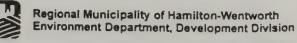
NEIGHBOURHOOD **JEROME**

<u>DATE</u> Sept. 23, 1997

FILE No.







1997 SUBDIVISION EXPENDITURE SUMMARY

4 SUBDIVISION EXPENDITURE SUMMARY

Name of:				CITY'S SHARE OF EXPENDITURES				
- SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE NC RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
WISEMOUNT ESTATES	48 LOTS	COUNCIL	Catch Basins &	OC Cy	00.08	00.0%		
822829 ONTARIO INC.			Curbs & Sidewalks	\$0.00	00.0\$	\$0.00		
URBEX ENGINEERING LIMITED S723-79			Finished Roads Sewers & Watermains	\$0.00	\$0.00	\$0.00		
P.STRONG			Seeding/Sodding Street Lighting	00.00	\$0.00	\$0.00		
			Dead End Barricades	\$0.00	\$0.00	\$0.00		
			Fencing	00.0%	00.04	\$0.00	\$198,906.66	\$198,906.66
TIFFANY - PHASE 1	56 LOTS	COUNCIL	Catch Basins &	(C)				
STARWARD HOMES	1 BLOCK		Connections Cirks & Sidewalks	00.0%	00.0\$	\$0.00		
A.J. CLARKE AND ASSOCIATES LIMITED	HAMILION		Finished Roads .	\$0.00	\$26,028.00	\$26,028.00		
			Sewers & Watermains	\$0.00	\$0.00	\$0.00		
\$720-32			Seeding/Sodding	\$0.00	\$0.00	\$0.00		
M.P. SABELLI, C.E.T.			Street Lighting Dead End Barricades	00.0%	\$0.00	\$0.00		
			Fencing	\$0.00	\$0.00	\$0.00		
			TOTAL	\$0.00	\$26,028.00	\$26,028.00	\$1,029,247.00	\$1,055,275.00
A POST OF THE PROPERTY OF THE	A2 LOTE		The Control of the Co					
1036210 ONTARIO LTD.	1 BLOCK	, and the second	Connections	\$0.00	\$0.00	\$0.00		
A.J. CLARKE AND	HAMILTON		Curbs & Sidewalks	\$0.00	\$0.00	\$0.00		
ASSOCIATES LIMITED			Finished Roads Sewers & Watermains	\$0.00	\$0.00	\$0.00		
\$720-30			Seeding/Sodding	\$0.00	\$0.00	\$0.00		
M.P. SABELLI, C.E.T.			Street Lighting	00.0%	00.0\$	\$0.00		
			Fencing	\$0.00	\$0.00	\$0.00		
			TOTAL	\$0.00	\$16,483.00	\$16,483.00	\$416,010.00	\$432,493.00
TOTALS:				\$0.00	\$42,511.00	\$42,511.00	\$1,644,163.66	\$1,686,674.66

OVERSIZING EXPENDITURES are Non-Recoverable
 O.3 METRE RESERVE EXPENDITURES are Fully Recoverable

1997 SUBDIVISION EXPENDITURE SUMMARY

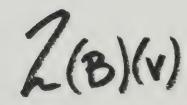
4 SUBDIVISION EXPENDITURE SUMMARY

Name of:				CITY'S SHARE OF EXPENDITURES	v			
- DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
ATERNO GARDENS DICENZO CONSTRUCTION COMPANY LIMITED PLANNING AND ENGINEERING INITIATIVES S701-77 M.P. SABELLI, C.E.T.	49 LOTS HAMILTON	COUNCIL 90 APR 24 P&D	Catch Basins & Connections Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing	00.00			\$415,769.12	\$415,769.12
SILVANA GARDENS DICENZO CONSTRUCTION COMPANY LIMITED PLANNING AND ENGINEERING INITIATIVES S719-82 M.P. SABELLI, C.E.T.	40 LOTS HAMILTON	COUNCIL	Catch Basins & Connections Counbe & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing				\$234,750.97	\$234,750.97
WELLINGTON MEADOWS SCARLETT HOMES LTD. URBEX ENGINEEING LIMITED S723-80 M.P. SABELLI, C.E.T.	11 LOTS HAMILTON	COUNCIL	Catch Basins & Connections Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing	* * * * * * * * * * * * * * * * * * *		000000000000000000000000000000000000000	\$79,185.29	\$79,185.29
TOTALS:				\$0.00	00:00\$	\$0.00	\$729,705.38	\$729,705.38
* OVERSIZING EXPENDITURES are Non-Recoverable	ES are Non-Recoverab	9		TOTAL: PAGE 1 AND 2	ND 2		w	\$2,416,380.04



OVERSIZING EXPENDITURES are Non-Recoverable
 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

CITY OF HAMILTON



RECOMMENDATION -

DATE:

1997 September 25

REPORT TO: K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

The "Barrier Free and Pathway Design Standards":

Working Documents

RECOMMENDATION:

That staff be authorized and directed to continue developing the Pathway Barrier Free a) Design Standards as a Working Document based on the Introductory Pages provided herein; and,

That staff be authorized and directed to review and amend the "Barrier Free Design b) Standards" document, approved by Council on October 4, 1994, to include the necessary modifications recommended as a result of the application of the standards.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If applied in the design and construction phase, the design standards have minimum impact on the construction cost. If the standards are applied in a late stage of construction or as changes in the Construction Documents after closing of tenders, the cost of application will be significantly higher.

BACKGROUND:

The Pathway Design Technical Committee is a sub-committee of the Regional Advisory Committee for Persons with Physical Disabilities. The Technical Committee was formed in 1996 as a result of Council endorsed recommendations of the "Pedestrian Pathways Obstructions Report" (May 1996).1

Authors are Pathways Committee of the Regional Advisory Committee for Persons with Physical Disabilities.

The purpose of the Technical Committee was to investigate the potential of re-employing the materials and methods traditionally used in the treatment of pedestrian paths of travel to improve pedestrian circulation by providing "unobstructed" paths of travel. Further to aide in achieving this mandate, the application of the concept of "Urban Braille" had been developed. When applied appropriately, Urban Braille provides information by varying texture and colour contrast, for the purpose of assisting persons with vision impairments in "wayfinding" and orientation.

The Pathway Design Technical Committee findings are the final addition to the Ramping Standards and the Barrier Free Design Standards which have been adopted by the Regional and Hamilton City Councils in December 1990 and 1994 respectively. Both complete sets of standards are available upon request

The Technical Committee has been meeting regularly and we are pleased to provide Council with our mission statement, mandate, scope of work etc, which have been attached for Council consideration. When completed, the Standards will reflect the collective knowledge and expertise of municipal and community partners and the extensive research of available codes and standards, both Canadian and American.

c.c. Ross L. Fair, Director of Culture and Recreation



PATHWAY DESIGN TECHNICAL SUBCOMMITTEE

BARRIER FREE PATHWAY DESIGN STANDARDS

OCTOBER 1997

A SUBCOMMITTEE OF THE REGIONAL ADVISORY COMMITTEE FOR PERSONS WITH PHYSICAL DISABILITIES PREPARED AND SUBMITTED BY THE PATHWAY DESIGN TECHNICAL SUBCOMMITTEE

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH PATHWAYS DESIGN TECHNICAL SUB-COMMITTEE CITY OF HAMILTON

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- Scope and application
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- Implementation Strategy 1.3.2
- Jurisdiction
- Application Based on Pedestrian Movement and Categories of Spaces 1.3.4
- Work Areas/Employees' Designated Areas 1.3.5
- Temporary Facilities
- Pathways Retrofitting, Extensions and Alterations
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REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH PATHWAYS DESIGN TECHNICAL SUB-COMMITTEE CITY OF HAMILTON

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MISSION STATEMENT

THE PATHWAYS DESIGN TECHNICAL SUBCOMMITTEE IS RESPONSIBLE FOR ESTABLISHING A SET OF DESIGN STANDARDS WHICH WILL LEAD TO THE ELIMINATION OF BARRIERS FACING PERSONS WITH VARIOUS DISABILITIES IN THE **EXTERIOR BUILT ENVIRONMENT**

MANDATE

THE PATHWAYS DESIGN TECHNICAL SUBCOMMITTEE RECOMMENDS TO ITS PARENT REGIONAL COMMITTEES A SET OF DESIGN STANDARDS WHICH ADDRESSES THE ELIMINATION OF PHYSICAL BARRIERS IN THE **EXTERIOR BUILT ENVIRONMENT**

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH CITY OF HAMILTON

EXECUTIVE SUMMARY

HISTORY AND BACKGROUND

The Technical Committee was formed in 1996 to respond to the needs for specific pathway design standards to be implemented in the outdoor/exterior spaces which may or may not be related to buildings. The purpose of the formation of the Technical Committee was to investigate the potential of re-employing the martials and methods traditionally used in the treatment of pedestrian path of travel to improve pedestrian circulation by providing "exclusive" and "unobstructed" path of travel. Further, to aide in achieving this mandate, the "provides information , by varying texture and colour contrast, for the purpose of assisting persons with vision impairments in "wayfinding" The Pathway Design Technical Committee is a sub-committee of the Regional Advisory Committee for Persons with Physical Disabilities. application of the concept of "Urban Braille". "Urban Braille" concept had been developed as a method which, when applied appropriately and orientation.

Standards which have been adopted by the Regional and Hamilton City Councils in 1989 and 1994 respectively. Both complete Sets The Pathway Design Technical Committee findings are the final addition to the Ramping Standards and the Barrier Free Design of Standards are available upon request. The Technical Committee has been meeting regularly and we are pleased to provide Council with set of a standards, that are most comprehensive and go beyond all other available documents. The Standards are the collective knowledge and expertise of the participants, the input of the public and resource group, and the extensive research of available codes and standards, both Canadian and American.

FINDINGS

- The development of the Standards proved to be an evolving process which will continue to evolve with time. There are advances in technology, changes in construction methods and new developments in the health care system which all impact the standards.
- The standards should be reviewed every 3-5 years to incorporate social and technological advances 2

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH CITY OF HAMILTON

SCOPE AND APPLICATION

The Sub-Committee is seeking the approval and adoption of the following recommendation from the Regional Council and City Councils; once adopted, The Standards shall become:

- Mandatory for all newly constructed and retrofitted areas, partially or fully funded by the Region or the Municipality, where pedestrian movement is anticipated
- Recommended for all recreational pedestrian pathways whether the development are privately or publicly funded.
- A condition upon which Site Plan approval and building permit will be issued. ന ന
- 4. In case of non-compliance and variance;
- Site Plan; a variance request must be submitted to the Planning Department for ruling (refer to Appendix A). ._:
- Building Standards; a variance request must be submitted to the Building Commissioner for ruling (refer to Appendix B). :=<u>:</u>
- Road Allowance; a variance request must be submitted to the Director of the Transportation Department. iΞ
- The Regional and City Departments, through the project management function, shall ensure compliance to the Barrier Free Standards, including the Pathway Design Standards, during the pre-planning, design, construction documents preparation and the contract administration phase. 5

IMPLEMENTATION STRATEGY

1. It is recommended that the implementation of the standards be phased in with priority given to the Urban Core and the most publicly accessible areas. It is also recommended that modifications be undertaken based on public demand.

Section 1: GENERAL

1.1 Introduction

- The standards are set to respond to disabilities, such as mobility impairment, visual and hearing impairments, co-ordination and endurance impairments.
- should be given to the function and the patrons of a facility. A review and upgrade of the standards may be required. In which case the facilities' management departments of both the City and the Region would appreciate correspondence indicating the The standards contain minimum dimensions for Adult persons with disabilities. Prior to the design stage, special consideration upgraded standards used =
- The standards shall be incorporated into the overall design for the project.
- iv. It is recommended to use automatic/automated devices and equipment whenever feasible.

Departures from particular technical and scoping requirement of these standards by use of other designs and technologies are permitted where the alternative design or technology used is proven to provide equivalent or greater access to the usability of the facility

- The Facility Management Departments of the Region and the municipalities shall review and/or update the standards every 3-5 years in order to reflect technological advancements and new construction methods.
- vi. Dimensions used in the document are metric. Nearest Imperial equivalent dimensions are in parenthesis.
- vii These Standards supersede the Ontario Building Code and all other Standards.

Section 1: GENERAL....Cont'd

- .2 Identification Of Pedestrian Movement Pattern
- Pedestrian movement pattern shall be identified prior to embark on the design of the pathway.
- Identify the "functions" on the path and determine the priority of identification.
- iii. expand the scope of work to include both sides of a crossing
- iv. utilize consistent materials and methods for the same pathway design, whether or not completed at once.
- 1.3 Scope and Application
- 1.3.1 General

The requirements of these standards shall be:

- Mandatory for all newly constructed and retrofitted areas, partially or fully funded by the Region or the Municipality, where pedestrian movement is anticipated.
- Recommended for all recreational pedestrian pathways whether the development are privately or publicly funded 2
- A condition upon which Site Plan approval and building permit will be issued. സ .
- 4. In case of non-compliance and variance;
- Site Plan; a variance request must be submitted to the Planning Department for ruling (refer to Appendix A).

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Section 1: GENERAL.....Cont'd

- Building Standards; a variance request must be submitted to the Building Commissioner for ruling (refer to Appendix B)
- Road Allowance; a variance request must be submitted to the Director of the Transportation Department iΞ
- The Regional and City Departments, through the project management function, shall ensure compliance to the Barrier Free Standards, including the Pathway Design Standards, during the pre-planning, design, construction documents preparation and the contract administration phase. 5

1.3.2 Implementation Strategy

It is recommended that the implementation of the standards be phased in with priority given to the Urban Core and the most publicly accessible areas. It is also recommended that modifications be undertaken based on public demand

1.3.3 Jurisdiction:

Site Plan Control review and approval process and the Project Management functions are the appropriate channels which will allow municipalities to evaluate, recommend and enforce the standards for exterior spaces and pedestrian flow pattern analysis which will enhances the overall accessibility of the built environment.

Application Based on Pedestrian Movement Pattern and Categories of Spaces:

In order to provide a viable accessible "Pedestrian flow system" the overall pattern of pedestrian movement must be snow accumulation are some of the elements which must be considered. The successful design and application will provide analyzed. Continuity, consistency of treatment, safety, protection from the environmental elements, such as rain, ice and a distinct and clearly identified movement pattern. Functions, both major and minor, must be identified and the pathway must correspond and lead to them.

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH CITY OF HAMILTON

Section 1: GENERAL.....Cont'd

For the purpose of this report, public and semi-public spaces are categorized, but not limited to, the following:

- Plazas (raised and flat), gathering spaces, exterior courtyard. this category also include internal pathways and corridors of shopping malls.
- Parks, Primary Pathways to identified functions. i.e. playgrounds, ball diamonds, telephones and washrooms.
- 3. Sidewalks and roads

1.3.4 Temporary Work Areas

Pathways to Temporary Work Areas, such as construction sites etc. shall Not comply to the standards.

1.3.5 Temporary Facilities

These standards are applicable to temporary pathways as well as permanent pathways. Refer to 1.6 for definition.

- 1.3.6 Pathway Retrofitting, Extensions and Alterations.
- Each space or element added to the existing Each addition to an existing pathway shall be regarded as an alteration. pathway shall comply with the applicable provisions of these standards.
- No alteration shall be undertaken which decreases' or has the effect of decreasing; accessibility or usability of a pathway below the requirements for new construction at the time of alteration. :=<u>:</u>
- If existing elements, spaces, or common areas are altered, then each such altered element, space, feature, or area ∷≣

Section 1: GENERAL....Cont'd

shall comply with all applicable provisions. If the applicable provision for new construction requires that an element, space or common area be on an accessible route and the altered element, space or common area is not on an accessible route. this route will be altered to become accessible.

- If alterations of single elements, when considered together, amount to an alteration of a section of a pathway, the entire section shall be made accessible. .≥
- No alteration of an existing element or section of pathway, shall impose a requirement for greater accessibility than that which would be required for new construction. >

1.4 Technical Committee Personnel.

- Hoda Kayal, Chairman, M. Arch., M.B.A., O.A.A.
 Culture and Recreation Department
 Corporation of The City of Hamilton
- Councillor Geraldine Copps
 Chairman
 Regional Advisory Committee for Persons with Physical Disabilities
- Myron Lazar, Transit Technologist III Regional Transportation Department Hamilton Street Railway
- Superintendent of Park Development Public Works and Traffic Department Corporation of the City of Hamilton

Eric Hess, O.A.L.A.

- Vladimir Matus,
 Dipl., Eng., Arch., M. (Arch) MOAA, ARAIC
 Manager, Urban Planning
 Planning & Development Department
 Corporation of The City of Hamilton
- John Sakala, B.L.Arch, O.A.L.A., C.S.L.A. Senior Landscape Architect Planning & Development Department Corporation of The City of Hamilton

Section 1: GENERAL....Cont'd

1.4 Technical Committee Personnel. Cont'd

Ada Dixon
 20 Jarvis St.
 Hamilton, Ontario
 L8R 1M2

Karen Woods
 Mobility Instructor
 Hamilton Ontario
 L8S 1G4

. Vince Zingaro Project Manager Road Programming/Maintenance Regional Transportation Department Reg Meiers, P.ENG
Operations Engineer
Department of Public Works & Traffic
Corporation of the City of Hamilton
L8P 4Y5

1.4.1 Consumer Resource Group

Mr. Alex Bell Room 266 - St. Joseph's Villa 56 Governor's Road Dundas, Ontario L9H 5G7

Mr. Jeff Thomas 602 - 20 Jarvis Street Hamilton Ontario L8R 1M2

David Wong

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Section 1: GENERAL....Cont'd

1.4.1 Consumer Resource Group. Cont'd

 Dr. Judy Trotter
 210 - 155 James Street South Hamilton, Ontario L8P 3A4

• Mr. R. Baliko 204-405 York Blvd. Hamilton, Ontario L8R 3M4 Robert Kendrick
 Canadian Hearing Society, Hamilton Regional Office 2301 King St. East
 Hamilton, Ontario
 L8L 1X6

Mr. Tim Nolan
 Co-ordinator for the Disabled
 Office of the Registrar
 McMaster University
 1200 Main St. W.
 Hamilton, Ontario
 L8S 4L8

Section 1: GENERAL.....Cont'd

1.4.1 Consumer Resource Group. Cont'd

Ms. Win Lipman
 719 - 644 Main Street W.
 Hamilton, Ontario
 L8S 1A1

Ms. Gwen Lee
 1410 - 120 Strathcona Avenue
 Hamilton, Ontario
 L8R 3J5

Ms. Aznive Mallet
 Executive Director
 PATH Employment Services
 Hamilton, Ontario
 L8R 1B1

1.5 General Design Allowances:

Minimum clearance floor for a stationary mobility device is 900 x 1350 mm (3'-0" x 4'-6") ._:

Minimum clearance turning diameter at toe level for an average wheelchair is 1500 mm (5'-0")

iii. A minimum of 900 x 1350 mm (3'-0" x 4'-6") of clear and level space should be provided at all controls, openings, dispensers

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Section 1: GENERAL.....Cont'd

- 1.5 General Design Allowances:.....Cont'd
- Controls for the operation of pathway services or safety devices, located in a barrier-free access and intended to be operated by the pedestrian, including manually actuated signalling boxes, electrical switches, and intercom switches etc., shall be accessible to a pedestrians using wheelchair and/or with various degrees of visual impairments, and shall:
- 1. be mounted at not less than 900 (3'-0") and not more than 1200 mm (4'-0") above the floor.
- Be of type not requiring fine finger control, tight grasping, punching or twisting of wrist.
- Require a maximum force of 38 N. on outside controls & 22 N. on inside controls to operate.
- Be of non glare material
- 5. Be of contrasting colour to background they are mounted on, and
- 5. Be located where it is easily accessible, by a wheelchair.
- vi. Toe and Knee Clearance Space:

All pathway elements such as water fountains, public telephones etc., which require a person with disability to become close to, shall conform with the following

1. Toe Space

have a toe space not less than 750 mm (2'-6") wide, 230 mm (9") deep and 230 mm (9") high, Figure 3.

Section 1: GENERAL....Cont'd

1.5 General Design Allowances:.....Cont'd

2. Knee Space

have a clear knee space of 750 mm wide, 200 mm deep (8") and 700 mm (2'-3") high.

3. Protruding Objects

Objects shall not protrude into the clear width of the accessible pathway

- protruding objects from walls with their leading edges between 680 and 1980 mm (2'-3" and 6'-6") from the ground shall protrude not more than 100 mm (4") into pedestrian areas.
- protruding object from walls with their leading edges between 680 and 1980 mm (2'-3" and 6'-6") from the ground shall protrude not more than 100 mm (4") into pedestrian areas. :**=**
- iii. objects with their leading edges below 680 mm (2'-3") from the ground may protrude any amount.
- iv. freestanding objects shall not have an overhang of more than 300 mm (1'-0") between 680 and 1980 mm (2'-3" and 6'-6") from the ground or floor.
- maximum height of the bottom edge of a free standing objects with a space of more than 300 mm (1'-0") between supports shall be 680 mm (2'-3") from the ground. >
- vi. Any overhanging objects shall be made safer by placing a different texture ground covering beneath it.

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH CITY OF HAMILTON

Section 1: GENERAL....Cont'd

- 1.5 General Design Allowances:.....Cont'd
- 4. Headroom
- the minimum clear headroom in pedestrian areas shall be 2080 mm (6'-10").
- guardrail and other barrier with a maximum height of 680 mm (2'-3") from the ground shall be provided where the headroom of an area adjoining an accessible route is reduced to less than 2080 mm (6'-10") or the height restriction per streets bylaw (whichever is greater). :=
- Reach capability of a person in a wheelchair is illustrated in Figure 5. 5
- 6. All products/devices shall be CSA approved
- The use of large surfaces of clear glass in interior spaces is prohibited unless a colour contrast boarders and surface etching to enhance the visibility of the surface is incorporated in the design. 7

1.6 Glossary & Definitions

- Describes a site, pathway, building, facility or portion thereof that complies with this standard and that can be approached, entered, and used by persons with disabilities. Accessible.
- Accessible Route. A continuous unobstructed path connecting all accessible elements and spaces in an area that can be negotiated by a person with a severe disability using a wheelchair and that is also safe for and usable by people with other disabilities. Interior accessible routs may include corridors, ramps, lifts etc and Exterior accessible routes may include parking access aisles, curb ramps, walks, ramps, and lifts.

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH CITY OF HAMILTON

- Assembly Area. A space accommodating a number of individuals as specified by the authority having jurisdiction and used for religious, recreational, educational, political, social, or amusement purposes, or for the consumption of food and drink, including all other connected spaces and functions with a common means of egress and ingress.
- Attractive in the context of this report, means that a given urban space or feature has a special quality above and beyond its basic function. This is achieved by excellence in design as well as by an artistic touch.
- upon receipt of a momentary actuating signal. The switch that begins the automatic cycle may be photoelectric device, floor Automatic Door. A door equipped with a power operated mechanism and controls that open and close the door automatically
- Back of Sidewalk, also known as Inner Shore Line, is the border or edge of a sidewalk closest to the property line and furthest from the road
- and Barrier Free This term has defied definition because it is essentially a way thinking. It is an approach to design which recognizes the range to people who make up our society. It recognizes that the people who use the built environment are not all of the same shape, size and strength. Barrier-free design strives to make the built environment accessible to useable by all persons. It promotes integration and independence through design that is safe, functional and dignified

This term is defined by the OBC 90. It "means that an area or pathway can be approached, entered and used by persons with physical or sensory disabilities"

- Boulevard is the part of a 'highway' or road which is situated between the curb or edge of the roadway and the nearest street ine, exclusive of the area covered by sidewalk or pavement. This space is between the roadway and the sidewalk.
- Circulation Path. A way of passage from one place to another for pedestrians, including, but not limited to, walks, courtyards, stairways and stair landings.
- Clear. Unobstructed

- Clear Floor Space. The minimum unobstructed or ground space required to accommodate a single, stationary wheelchair and an occupant without intruding into the minimum clear dimension of the circulation path or accessible path
- Comply With. Meet the design specifications of this standard.
- Colour/Brightness Contrast. Is achieved when colours, hues and surface textures differ from one another in brightness Different value, that is, reflected light. Designs should visually emphasize certain elements from their surrounding surfaces. colours of paint can be used
- The slope that is perpendicular to the direction of travel. Cross Slope.
- Crosswalk means (a) that part of a highway at an intersection that is included within the connections of the lateral lanes of the roadway, or - (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges signs or by lines or other markings on the surface.
- Curb A pathway element having a vertical or sloping face along the edge of the pavement or shoulder forming part of a gutter, strengthening or protecting the edge or clearly defining the edge of the roadway (also see outer shoreline)
- Detectable. Perceptible by one or more of the senses.
- Detectable Warning. A standardized surface texture and contrasting colour applied to, or built into, walking surfaces or other elements to warn visually impaired people of hazards in the path of travel.
- Millimetre All dimensions are subject to conventional building industry tolerances for field conditions. equivalents for dimensions of 3 millimetres in and larger have been rounded off to the nearest multiple of 5. Dimensions.
- σ Any restriction or lack of ability to perform an activity in the manner or within the range considered normal for Disability.

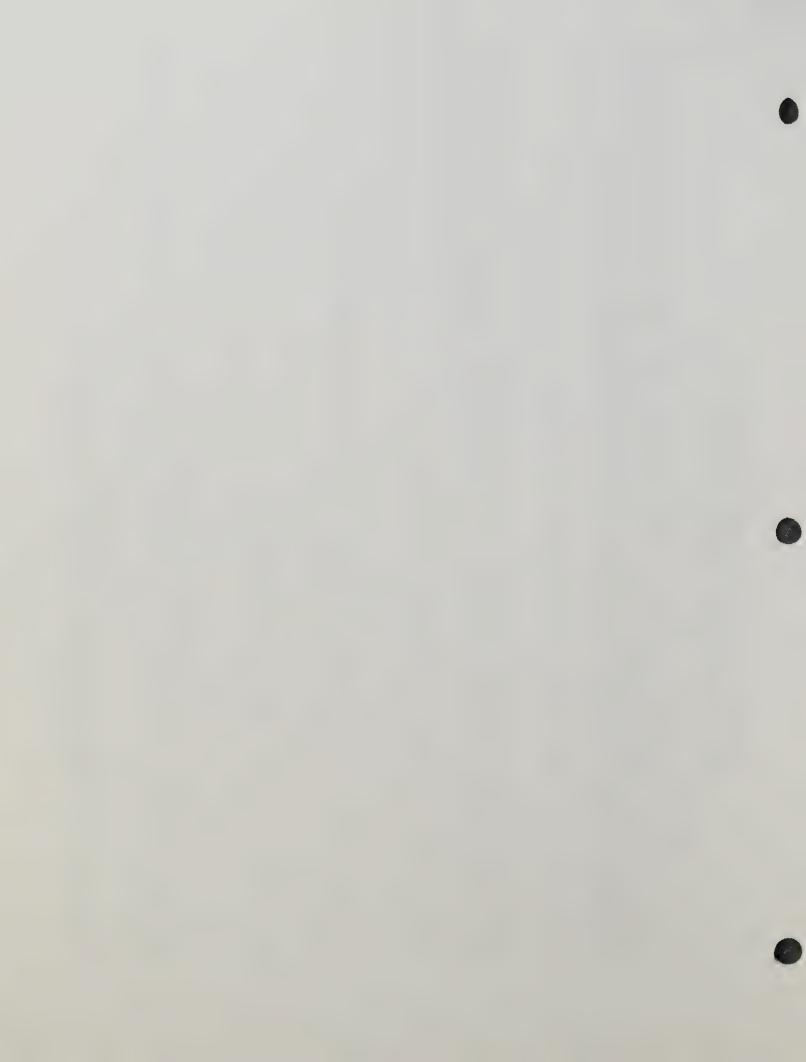
- A path of exit that meets all applicable code specifications of the regulatory building agency having jurisdiction over the building or facility Egress, Means of.
- An architectural or mechanical component of a pathway, space, or site that can be used in making functional spaces accessible (for example, telephone, curb ramp, door, drinking fountain, seating, water closet) **Element**
- Encroachment An encroachment includes any installation or stockpile or other work upon, over or under, or within the limits of a highway which in any way interferes with or infringes upon the right-of-way but shall exclude entrances.
- Encumbrance For the purposes of this report, and encumbrance is something that impedes progress along a pathway, whether this be an object, an uneven surface, or a non-existent sidewalk (see also obstacle and obstruction).
- All or any portion of a building, structure, or area, including the site on which such building, structure, or area is located, wherein specific services are provided or activities are performed Facility.
- Handicap: A disadvantage for a given individual resulting from an impairment or disability that limits or prevent the fulfilment of a role that is normal depending on age, sex, social and cultural factors for that individual. A Handicap is an external factor which limits the full use of a facility/function for a specific individual.
- Impairment: Any loss or abnormality of psychological, physiological or anatomical structure or function.
- Inner Shoreline also known as Back Of Sidewalk, is the border or edge of a sidewalk closest to the property line and furthest from the road
- Mobility Device should be used consistently when referring to anything that aids a person's mobility, such as; manual, sports, electric and powered wheelchairs, electric three and four wheel scooters, strollers, wheeled walkers, crutches, or canes.
- Object For the purposes of this report, an object is anything material that is on or above a pathway

REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH CITY OF HAMILTON

- Obstacle (see encumbrance and obstruction).
- Obstruction (see encumbrance and obstacle).
- Operable Part. A part of a piece of equipment or appliance used to insert or withdraw objects, or to activate, deactivate, or adjust the equipment or appliance (e.g. coin slot, push-button, handle)
- Outer Shoreline The border or edge of a sidewalk closest to the roadside (also see curb).
- σ Pathway An inclusive work chosen to replace the work "sidewalk" because sidewalk implies an area used for "walking"; pathway is understood to have height, width and depth.
- Pathway Section The flat surface of the pathway from the roadway to the opposite side; a pathway section is, D to have four elements: curb, boulevard, sidewalk and back sidewalk; although not every pathway section has all four elements.
- Pathway Space As in "pathway" above, a pathway space has 3 dimensions of height, width and depth
- Pedestrian For the purposes of this report, a pedestrian is a person using a pathway, whether using a mobility device or not
- Practical, in the context of this report, refers to a balance between the best possible design solution or plan, and its cost Cost includes the cost of construction, maintenance and repairs.
- Public Use: Describes interior and exterior rooms or spaces that are made available to the general public. Public use may at a building or facility that is privately or publicly owned
- A walking surface in a accessible space that has a running slope greater than 1:20
- Road The entire right-of-way comprising of a common and public thoroughfare. Includes a highway, street, lane, alley, bridge and any other structure incidental thereto.

- = times. "All times" means day, night and every season of the year; designing for safety also means that street lighting is Safe/Safety Safe, in the context of this report, refers to the free, unimpeded movement of all people in a given area at provided and the pathway is not enclosed, to lessen the possibility of assault
- Saw Cut A groove that is cut in concrete using a grinding wheel or saw. the width and depth of the cut may be varied.
- Shall. Denotes a mandatory specification or recommendation.
- Should. Denotes an advisory specification or recommendation.
- Sidewalk The part of the pathway section commonly used by pedestrians to move about.
- Signage. Verbal, symbolic, and pictorial information.
- Space. A definable area (for example, assembly area, courtyard).
- Streetscape/Streetscaping A Streetscape (akin to landscape) is a picture of an open air urban space, usually a street corridor as it appears to the human eye from a given point. It could be beautiful, ugly, regimented, chaotic, etc. In this report, "streetscaping" refers to the design and organization of streetscape elements into a well functioning, comfortable and visually pleasing environment
- Tactile. Describes an object that can be perceived using the sense of touch.
- Temporary Structures. Temporary buildings and facilities are not of permanent construction but are extensively used or are essential for public use for a period of time. Examples of temporary buildings or facilities covered by these guidelines include, temporary health screening services, or temporary safe pedestrian passageways around a construction site. Structures and equipment directly associated with the actual processes of construction such as scaffolding, bridging, materials hoists, or but are not limited to reviewing stands, temporary classrooms, bleacher areas, exhibit areas, temporary banking facilities, construction trailers are not included

information system in communication with a heterogeneous population. Good architectural design for wayfinding includes Wayfinding. Search for a destination, by means of spatial problem solving. Spatial problem solving consists of information processing, decision making and decision execution. A building designed for wayfinding is seen as an environmental consistency in design of space and elements, consistency in use of colours and textures.



CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 October 6th

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

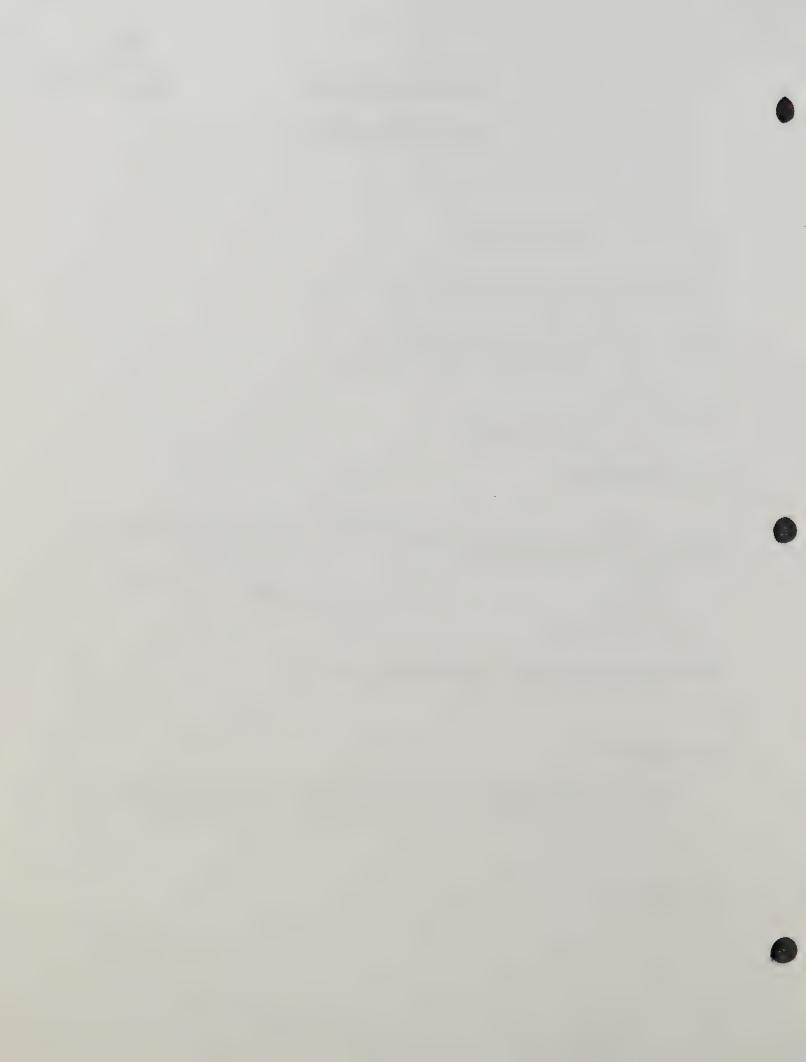
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FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment



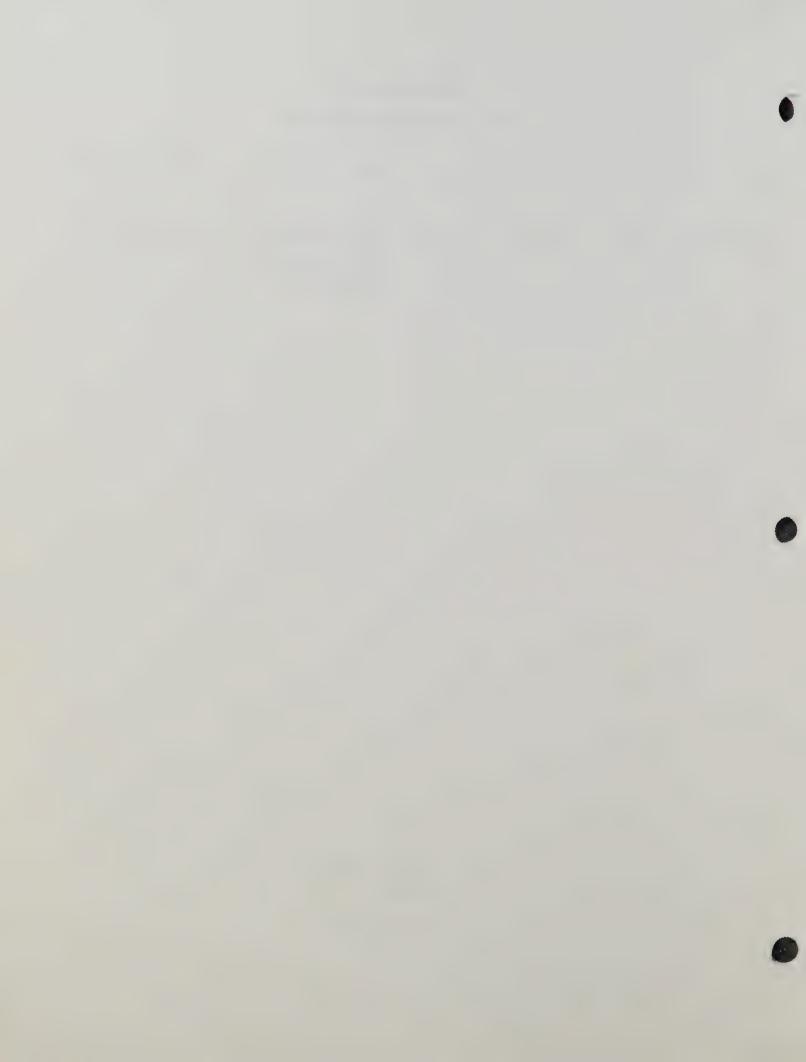
Information Reports

Transport and Environment Committee

Date	From	Subject	Date Distributed
September 23	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 September 19	1997 October 2nd

Kevin C. Christenson Secretary

1997 October 6th



URBAN/MUNICIPAL

CA4 ON HBL AOS

CSITC

1997

1997 October 31



Ken Roberts
Chief Executive Officer
Hamilton Public Library

MBAN MUNKAPAL

NOV 20 1997

NOTICE OF SPECIAL MEETINGS

TRANSPORTATION AND ENVIRONMENT COMMITTEE
Tuesday, 1997 November 4
6:45 o'clock p.m.

Room 233, City Hall

SPECIAL MEETING OF CITY COUNCIL
Immediately following the
Transport and Environment Committee Meeting

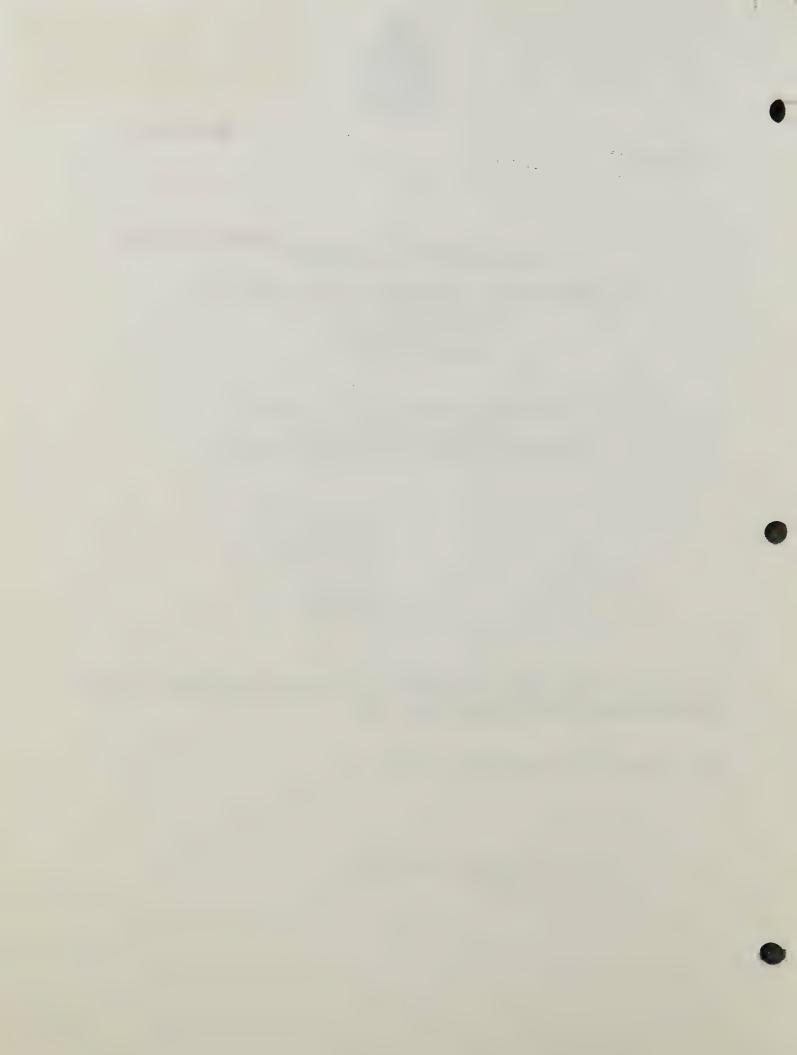
J. J. Schatz City Clerk

The purpose of these meetings is to deal with the attached correspondence from the Hamilton Downtown Business Improvement Area.

Note: A staff report on this matter will follow.

c.c.: J. Pavelka, Chief Administrative Officer

Department Heads



DOWNTOWN HAMILTON BUSINESS IMPROVEMENT AREA (B.I.A.)

64 King Street East, 2nd Floor, Hamilton, Ontario, L8N 1A6, Tel (905) 523-1646 Fax (905) 523-5433 E-Mail: DOWNTOWNHAMILTON@COMPUSERVE.COM

October 20, 1997

Alderman Henry Merling
Chair, Transportation and Environment Committee
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Councillor Terry Anderson Chair, Transportation Service Committee Regional Municipality of Hamilton-Wentworth 130 King Street West, 15th Floor Hamilton, Ontario L8N 3V9

Dear Alderman Merling and Councillor Anderson:

At its most recent meeting on October 15, 1997, the Board of Management of the Downtown Hamilton Business Improvement Area (BIA) passed two motions dealing with on-street parking in the downtown.

1. Two Hour Parking at all Downtown Parking Meters

A motion was passed calling on the Regional Municipality of Hamilton-Wentworth and the City of Hamilton to institute changes to its bylaws to allow for a 2 hour parking duration at all on-street meters within the downtown where they do not exist already. This request does not apply to those meters within the boundaries of the International Village BIA where specific parking durations which were requested have been implemented. We believe that implementation of this request will be yet one more positive action towards eliminating the parking problems faced by downtown businesses and their customers.

As you are aware, City and Regional Council recently amended the necessary bylaws so that all meters with the boundaries of the BIA have parking durations of two hours. While we applaud this action, we would urge Council to take the next step and extend this service to the rest of the city's downtown.

Looking at the issue from the consumer's perspective, all they want is relatively affordable downtown parking within very close proximity to their destination without being left to wonder which streets allow for such on-street parking. In other words, there should no confusion as to where a customer can park. They should leave their home knowing that when they get downtown, all meters will allow for at least two hours of parking without having to worry about running out to their car to pay more money to

While we can only speak for our own members, the BIA realizes that positive changes to the parking regime all over downtown will ultimately affect our area as well. That is, the greater number of businesses that are doing well downtown, wherever they are located, can only bode well for the economic climate and public perceptions of the area as a whole and thereby those businesses located within our boundaries.

2. Free Parking at Meters after 6 p.m.

A motion was also passed calling for the City of Hamilton and the Regional Municipality of Hamilton-Wentworth to amend the necessary bylaws to allow for free parking every night at all downtown parking meters after 6 p.m.

If Hamilton is to achieve the goal of becoming a 24 hour city where pedestrian activity occurs at all times of the day, disincentives leading to this outcome must be eliminated. Free parking as requested here would remove one of these disincentives. Restaurants, clubs and other businesses that are open in the evening would benefit as their customers became able to park on the street for free. Perhaps most importantly, a huge psychological barrier would be removed from the minds of consumers. That is, they could come downtown and park for free. Once this idea begins to take hold in the minds of consumers, yet another step on the road to the core's revitalization will have been achieved.

In conclusion, the BIA requests that City and Regional Council amend the necessary bylaws so that all on-street parking meters in downtown Hamilton allow for a 2 hour parking duration where they do not already exist (subject to the caveat noted above). We also call on these elected bodies to implement free parking every night after 6 p.m. at all on-street downtown parking meters.

Thank you for your attention to this matter. Please call BIA Executive Director Carlo Gorni if you have any questions.

Regards,

Kim Finlay Chair (Acting)

c.c. All City and Regional Councillors

K. Christianson, City of Hamilton

C. Biggs, Regional Municipality of Hamilton-Wentworth

M. Hazell, City of Hamilton

P. Baker, Hamilton Parking Authority

Board of Management



DEC 10 1997

DOWERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Thursday, 1997 December 11th 9:30 o'clock a.m. Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

- 1. **DELEGATIONS:** (9:30 o'clock a.m.)
 - (a) City Sale to Peninsula Orthodontic Services Incorporated 1543 Main Street East, Hamilton, Municipal Car Park No. 11
 - (b) CleanSoils Ltd. and 830 Dunn Avenue M.O.E.E. Update/Status
- 2. CONSENT AGENDA
- 3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC
 - (i) PUBLIC WORKS DIVISION
 - (a) Canada/Ontario Infrastructure Works (COIW) Projects Financing 7% Overhead Charges
 - (b) Provision of Fluorescent Safety Workwear

KEN ROBERTS
CHIEF EXECUTIVE OFFICER
HAMILTON PUBLIC LIBRARY

2nd Ff.



(ii) TRAFFIC DIVISION

- (a) Snow Advisory Warnings
- (b) Glen Vista Drive and Greenhill Avenue School Crossing Guard Request
- (c) Cannon Street East and Gage Avenue North School Crossing Guard Request
- (d) Mary Street and Picton Street East School Crossing Guard
- (e) Albright Road and Mount Albion Road School Crossing Guard
- (f) Hester Street and Upper Wellington Street School Crossing Guard
- (g) Intersection of Locke Street North and Florence Street

(iii) CITY ENGINEER

1997 Servicing Expenditures Related to Subdivisions

4. CHIEF ADMINISTRATIVE OFFICER

Construction of Sirente Drive, Hamilton

5. OTHER BUSINESS

Pollution Control Sub-Committee

6. ADJOURNMENT



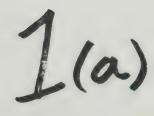
Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
2.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
3.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
4.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
5.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
6.	Downtown Hamilton Improvement Plan On- Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
7.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back



CITY OF HAMILTON - RECOMMENDATION -



DATE:

1997 November 25

S611-01B G. McGuire

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

City Sale to Peninsula Orthodontic Services Incorporated 1453 Main Street East, Hamilton,

Municipal Car Park No. 11 (R-97-86)

RECOMMENDATION:

That the By-law to sell a portion of closed Garside Avenue North to Peninsula Orthodontic Services Incorporated, designated as Part 1 on Plan 62R-13955 be prepared to the satisfaction of the City Solicitor and be enacted by Council.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director

Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd 2)

Page 2 City Sale to Peninsula Orthodontic Services Inc. (RDS-97-86) 1997 November 25

BACKGROUND:

The City Council at it's meeting on 1997 June 24 adopted Item 34 of the 7th Report of the Transport & Environment Committee to sell a portion of closed Garside Avenue North designated as Part 1 on Plan 62R-13955 to Peninsula Orthodontic Services Inc. for a sum of \$27,500.00.

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this By-law in order to complete the sale.

KML/GM:sk Enclosure

cc: Harold Groen, Transportation Department
Mr. F. Angelici, Planning Department
Mr. M. Watson, Property Division, City Clerk's

Ministry of Environment and Energy

119 King St W 12th floor Hamilton ON L8N 3Z9 Ministère de l'Environnement et de l'Énergie

119 rue King ouest 12^e étage Hamilton ON L8N 3Z9





9 Oct., 1997

Mr. K. Christenson City Clerk's Department 71 Main St.W. Hamilton, Ont. L8P 4Y5

Dear Mr. Christenson:

Re: CleanSoils Limited

The letter from J. Schatz to L. Van Biesbrouck of MOEE has been referred to me.

As Requested in sub-section (b) of Section 55 of the tenth report of the Transport and Environment Committeefor 1997, there have been no charges laid to date against CleanSoils respecting non-compliance to the Field Order issued by MOEE.

Yours truly,

R. Bowen

Area Supervisor Hamilton District



City of HAMILTON

71 Main Street West, Hamilton, Ontario L8N 3T4 Tel. (905) 546-2700 / Fax (905) 546-2095

1997 October 1st

Lee Van Biesbrouck, Supervisor of Approvals Ministry of Environment and Energy 119 King Street West Hamilton, ON L8N 3Z9

Dear Mr. Van Biesbrouck:

Re:

CleanSoils Limited Waste Disposal Site -Processing Operations located at Pier 26 Hamilton Harbour East Port Development

Attached for your information is a copy of Section 55 of the Tenth Report of the Transport and Environment Committee which was adopted by City Council at its meeting held 1997 September 30.

As per Sub-Section (b), would you please prepare a report on the current status of charges and prosecution of CleanSoils respecting their non-compliance to the field orders issued by your office.

Correspondence can be directed to Mr. Kevin C. Christenson, Secretary, Transport and Environment Committee, City Clerk's Department, 71 Main Street West, Hamilton, Ontario L8P 4Y5. Kevin can be reached at 546-2728 should your require further information.

Yours truly,

Molloull

J. J. Schatz City Clerk

JJS/KCC/mjw

Attachment

c. Ray Bowen
Ministry of Environment and Energy

J. D. Thoms Commissioner of Regional Environment Sub-joined is a copy of Section 55 of the Tenth Report of the Transport and Environment Committee for 1997 which was adopted by City Council at its meeting held 1997 September 30.

"(a) That City Council reaffirm its position of 1996 April 30 respecting CleanSoils Ltd. as follows:

That, due to the environmental impact on the Hamilton Beach Strip Residential Community, the City of Hamilton, through its Chief Administrative Officer, utilize all powers available through City, Regional, Provincial and Federal Departments/Ministries, to proceed as quickly as possible to close down the CleanSoils Limited Waste Disposal Site - Processing Operations located at Pier 26 - Hamilton Harbour East Port Development;"

- (b) That the Ministry of Environment and Energy be requested to report to the next meeting of the Transport and Environment Committee on the status of charges and prosecution of CleanSoils respecting non-compliance to the field orders issued by the Ministry of Environment and Energy; and,
- (c) That the City of Hamilton urge the Province of Ontario to step up enforcement on all issues of non-compliance of Certificates of Approval; and,
- (d) That the Planning and Development Committee be requested to turn down the proposed F-4 Modified Zoning for the CleanSoils Site to support the above resolution and any other similar land use in the Eastport area."



CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 November 5

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Canada/Ontario Infrastructure Works (COIW) Projects

Financing 7% Overhead Charges

RECOMMENDATION:

That Item 33(f) of the 9th Report of the Transport and Environment Committee approved by Council on June 25, 1996 be amended to read "That the 7% overhead charges by the Region estimated at \$577,000 not eligible for funding in the Canada/Ontario Infrastructure Works Projects M1610107, M1610108, M1610110 and 5-1610101 be financed from residual funds available in the 1992 and 1993 Reconstruction Programs."

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendation.

BACKGROUND:

On June 25, 1996, Council in adopting Item 33(f) of the 9th Report of the Transport and Environment Committee approved the following: "That the 7% overhead charges by the Region estimated at \$250,000 not eligible for funding in the Canada/Ontario Infrastructure Works Projects M16101-07 and M16101-08 be financed from the 1995 Reconstruction Program CF 5295 42001."

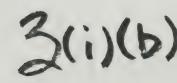
The COIW staff have advised that the 7% overhead/administration charge which appeared on the original claims for the City is not an eligible cost. Therefore, it will be necessary to fund the estimated \$577,000 charges for Projects M1610107, M1610108, M1610110 and 5-1610101 from the residual funds available in the 1992 and 1993 Reconstruction Programs.

Project M1610110 involves \$4,124,500 for roadway and sidewalk reconstruction at various locations and was approved by Council on January 30, 1996. Project 5-1610101 involves \$2,090,317 for roadway and sidewalk reconstruction at various locations and was approved by Council on June 11, 1997. These projects will be substantially completed during the 1998 construction season. The Region will be administering the contracts for approximately \$4,600,000 for these projects and an associated 7% administration charge of approximately \$327,000. The 7% administration charge for the previous applications totalled \$250,000 for a total of \$577,000. The 1995 Reconstruction Program is presently approximately \$145,000 in overdraft due partly to the 7% administration charges. Therefore it is necessary to provide an additional source of funding.

RPM/rb

- c.c. A. Ross, City Treasurer
 Attn: N. Adhya
- c.c. A. Ross, City Treasurer
 Attn: M. B. Chandrashekar

CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 November 28

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Provision of Orange Fluorescent Safety Workwear

RECOMMENDATION:

That the City Purchasing Division be authorized to stock orange fluorescent safety clothing for the use of City C.U.P.E. Local 5 and Local 167 outside workers as a substitution for their grey issue clothing, for work environments when higher visibility will improve worker safety.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the City of Hamilton provides work clothing for C.U.P.E. Local 5 and Local 167 outside employees in accordance with their collective bargaining agreements. The current issue of clothing is grey in colour.

The approximate annual cost for the grey clothing for all departments is \$88,000. Public Works and Traffic is the majority of this amount and the cost is distributed as an overhead against all of the services that the department provides from the City current budget, capital budget and work for others.

The cost for the orange safety clothing is approximately two times per article more than the grey issue. However, the material is much more durable giving the clothing a longer service life. A computer program could be implemented jointly by the Treasury and Public Works and Traffic Departments to properly track and administer the issuance of clothing.

The better management of clothing distribution plus the greater durability should help control increases in costs such that these costs will be absorbed within the existing departmental budget.

BACKGROUND:

The City provides work wear clothing for its C.U.P.E. Local 5 and Local 167 outside employees in accordance with their collective bargaining agreement.

Over the past two years this department has provided very limited access to the orange safety clothing to the Forestry and Sanitation sections. The use of the orange clothing had been requested on a trial basis by the joint Health and Safety Committees for these sections.

Specific concerns from Forestry related to a desire to overcome the snagging hazard of the standard safety vests for tree climbers and a desire to improve visibility while working on the road allowance.

The Sanitation section requested the orange clothing to improve their visibility to motorists while continuously working on the road allowance.

Subsequently the Health and Safety Committees for the Streets and Sanitation and Traffic Divisions have requested that the high visibility clothing be made available to all employees working on the road allowance.

While the currently used safety vest meets the requirements of the Occupational Health and Safety Act, the orange clothing greatly increases the visibility of our employees and is recommended as a practical and pro-active improvement to worker safety.

CFE/rb

- cc A. Ross, Treasurer, Treasury Department
- cc B. Malone, Senior Traffic Operations Engineer, Public Works & Traffic Department



- RECOMMENDATION -

DATE:

1997 November 26

File No. TEC-294-97 / Author: C. Firth-Eagland/M. Hazell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Snow Advisory Warnings

RECOMMENDATION:

That the City implement a practice of announcing a Snow Advisory Warning, prior to and possibly in place of declaring an actual snow emergency, to warn motorists of impending extreme winter weather driving conditions and to request motorists to park off-street wherever possible in order to facilitate efficient snow removal operations and traffic safety.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The announcement of a Snow Advisory Warning by the Chief of Police prior to and sometimes in place of declaring an actual snow emergency will result in an improved level of service for snow clearing operations and will improve driving conditions/safety for motorists during extreme winter weather conditions.

BACKGROUND:

The Traffic By-laws provide that the Chief of Police may declare a snow emergency for either or both the City and Region during extreme winter weather conditions and this is done in consultation with the City's Commissioner of Public Works and Traffic. Upon declaration of a snow emergency by the Chief of Police, any vehicle parked on a signed snow route may be issued a Parking Infraction Notice for \$35. and towed from the street. The reason for this regulation is to facilitate snow clearing operations in order that the major arteries may be cleared and open to traffic as soon as possible after a major snowfall.

The declaration of a snow emergency by the Chief of Police is done only under extreme winter weather conditions, and in fact, a snow emergency has not been called for at least the last several years. Snow Emergency procedures are costly, since all regular and contracted snow clearing forces and equipment are utilized on an emergency basis with by-law enforcement and towing operations being added to snow removal budgets. Also, there are always concerns by the general public, when they abandon their vehicles when driving conditions are very poor and these vehicles are subject to tagging and towing. As a result, the declaration of a snow emergency is a "last resort" and is generally not called early enough to allow snow clearing equipment to be most effectively utilized.

After due consideration, it is recommended that a courtesy Snow Advisory Warning be endorsed such that the Chief of Police would advertise through the media impending extreme winter weather conditions and request and remind motorists to park their vehicles on side streets and in their driveways to facilitate efficient and effective snow removal and traffic safety. A Snow Advisory Warning would be a community oriented message which might be a preemptive measure to calling an actual snow emergency and the associated enforcement, towing and public confusion which results.

CFE/MBH/kg



- RECOMMENDATION -

DATE:

1997 November 28

File No. TEC-303-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Glen Vista Drive and Greenhill Avenue - School Crossing

Guard Request

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Glen Vista Drive and Greenhill Avenue during the morning and evening school crossing periods only from 1998 January 05, up until approval of the 1998 Departmental Budget; and

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of \$4,000. plus administrative costs for a School Crossing Guard at this location on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

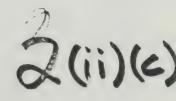
The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4,000. per year plus administrative costs. In order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

BACKGROUND:

Staff has been contacted by Mr. Frank Italiano, the Principal of St. Luke's School, requesting that a School Crossing Guard be assigned to the intersection of Glen Vista Drive and Greenhill Avenue.

Pedestrian and vehicular surveys were undertaken to determine the severity of the problem and to determine the requirement for a School Crossing Guard. The study has determined that there were an insufficient number of safe gaps for children to cross Greenhill at Glen Vista during the afternoon school crossing period. During the morning school crossing times, there were 50 children crossing Greenhill and none crossing Glen Vista. In the evening crossing period, 36 children were observed crossing Greenhill and 13 crossing Glen Vista. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Glen Vista Drive and Greenhill Avenue during the morning and evening school crossing periods only.

TA/MBH/kg



- RECOMMENDATION -

DATE:

1997 November 26

File No. TEC-299-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Cannon Street East and Gage Avenue North - School

Crossing Guard Request

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Cannon Street East and Gage Avenue North during the morning and evening school crossing periods only from 1998 January 05, up until approval of the 1998 Departmental Budget; and

That consideration be given in the 1998 Current Budget deliberations for an expansion package of \$4,000. plus administrative costs for a School Crossing Guard at this location on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4,000. per year plus administrative costs. In order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

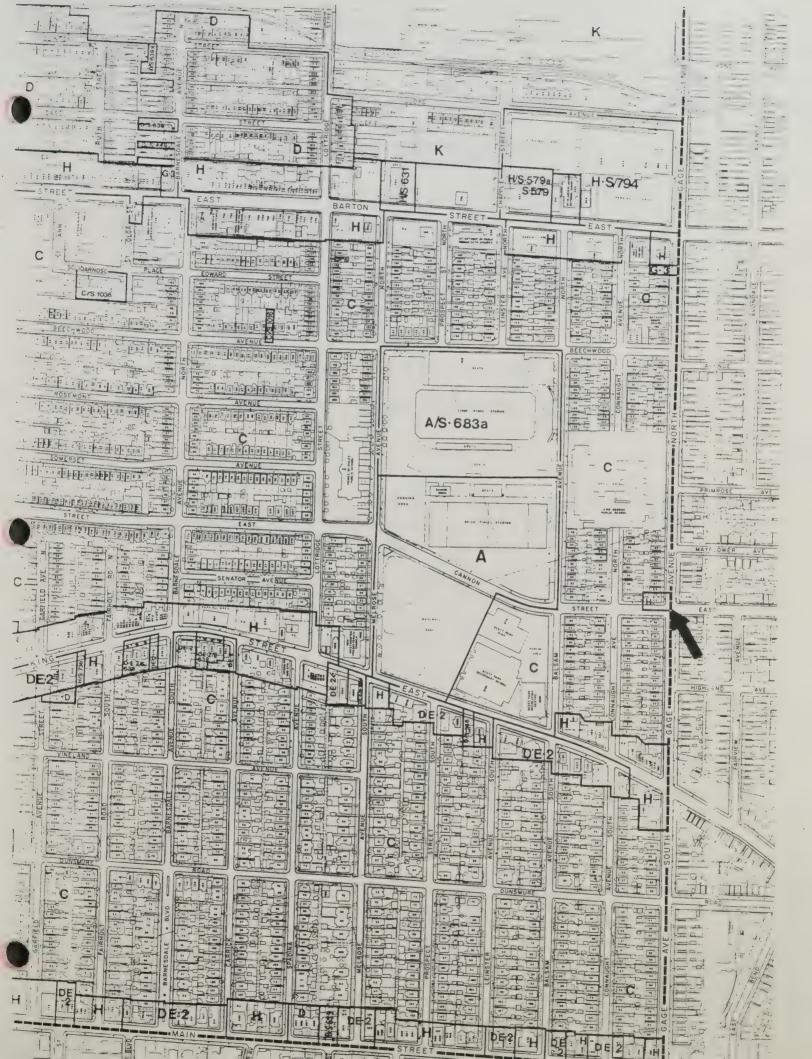
BACKGROUND:

Staff have been contacted by a Mrs. Borthwick, 25 Prospect Street South, with concerns relating to children crossing both Cannon Street East and Gage Avenue North and the need for a School Crossing Guard.

Staff undertook studies at the intersection on 1997 October 8 and 9. It was determined that there are approximately 100 crossings of Cannon and 71 crossings of Gage during the two crossing periods. This intersection is controlled by a traffic signal which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that there are behavioral problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and/or stopping for the traffic signal. In addition, there were occasions where the children were crossing both streets incorrectly. There have been 8 pedestrian collisions at the intersection in the past 10 years.

It is therefore recommended that a School Crossing Guard be hired and assigned to the intersection of Cannon Street East and Gage Avenue North during the morning and evening school crossing periods only.

TA/MBH/kg







- RECOMMENDATION -

DATE:

1997 October 09

File No. TEC-237-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Mary Street and Picton Street East - School Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Mary Street and Picton Street East during the morning and evening school crossing periods only from 1998 January 05, up until approval of the 1998 Departmental Budget; and

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of \$4,000. plus administrative costs for a School Crossing Guard at this location on a permanent basis.

FINÁNCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4,000. per year plus administrative costs. In order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

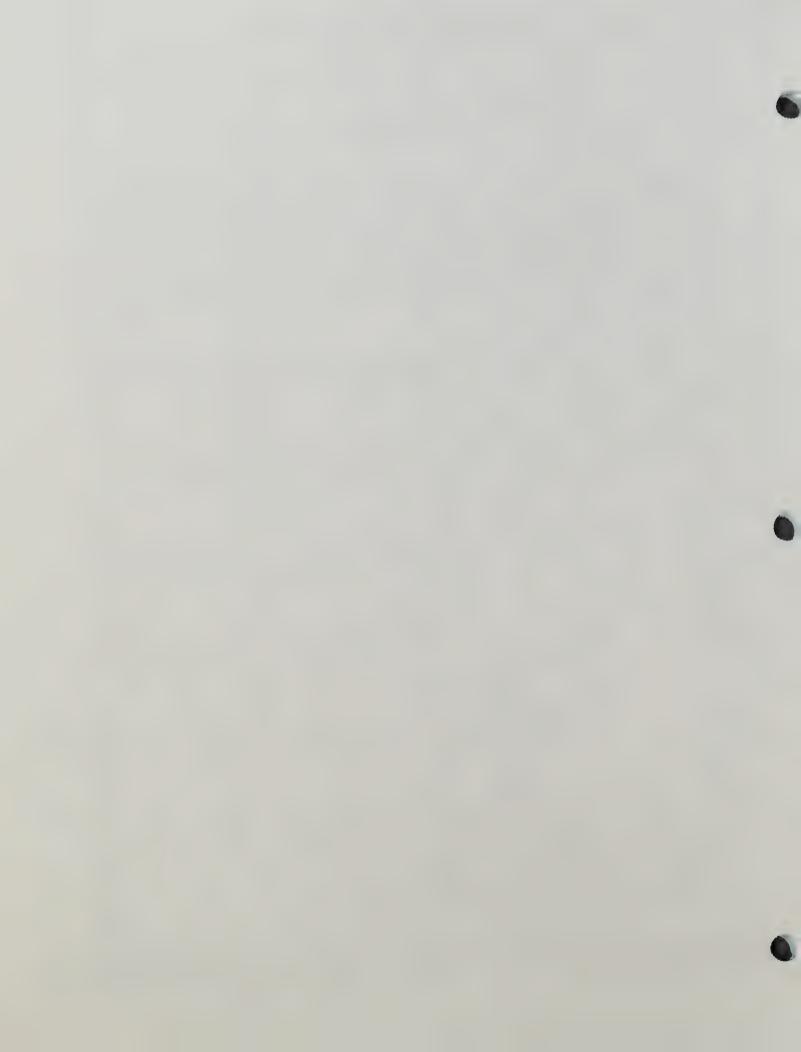
BACKGROUND:

Staff has been contacted by a Gloria Vickers, who recently moved into the neighbourhood, about concerns relating to children crossing Mary Street at Picton Street East and the need for a School Crossing Guard.

Pedestrian and vehicular surveys were undertaken to determine the severity of the problem and to determine the requirement for a School Crossing Guard. The study has determined that there were an insufficient number of safe gaps for children to cross Mary at Picton. During the morning school crossing times, there were 63 children crossing Mary and 22 children crossing Picton. In the evening crossing period, 59 children were observed crossing Mary and 24 crossing Picton. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Mary Street and Picton Street East during the morning and evening school crossing periods only.

TA/MBH/kg







- RECOMMENDATION -

DATE:

1997 October 14

File No. TEC-238-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Albright Road and Mount Albion Road - School Crossing

Guard

RECOMMENDATION:

(a) That a second School Crossing Guard be assigned to the intersection of Albright Road and Mount Albion Road during the morning and evening school crossing periods only, from 1998 January 05 up until approval of the 1998 Departmental Budget; and

(b) That consideration be given in the 1998 current budget deliberations for an expansion package of \$4000. plus administrative costs for a school crossing guard at this location on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4,000. per year plus administrative costs. In order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

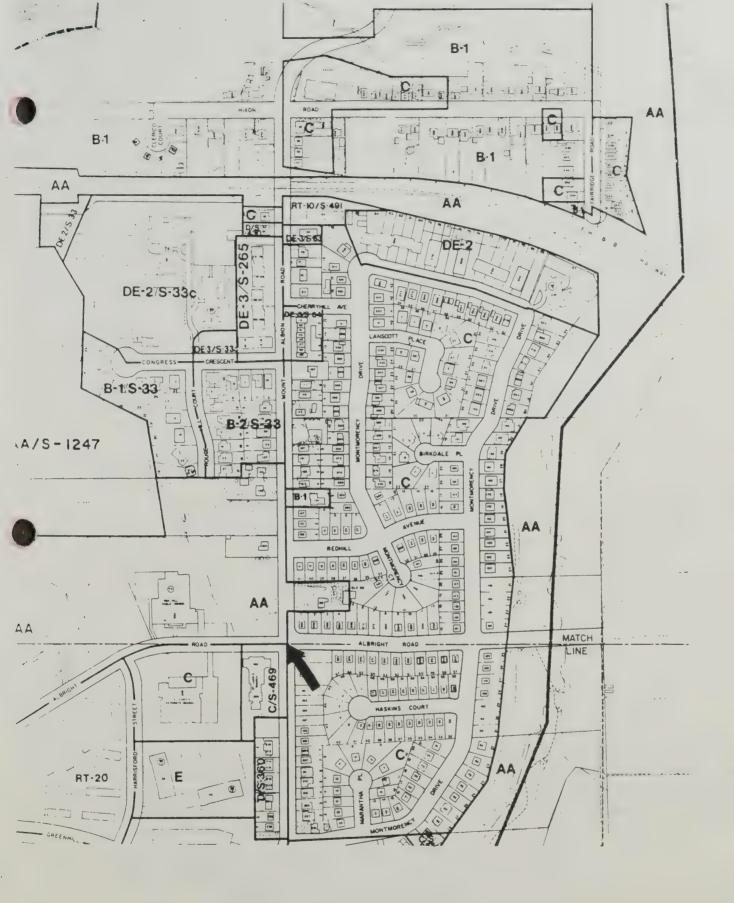
BACKGROUND:

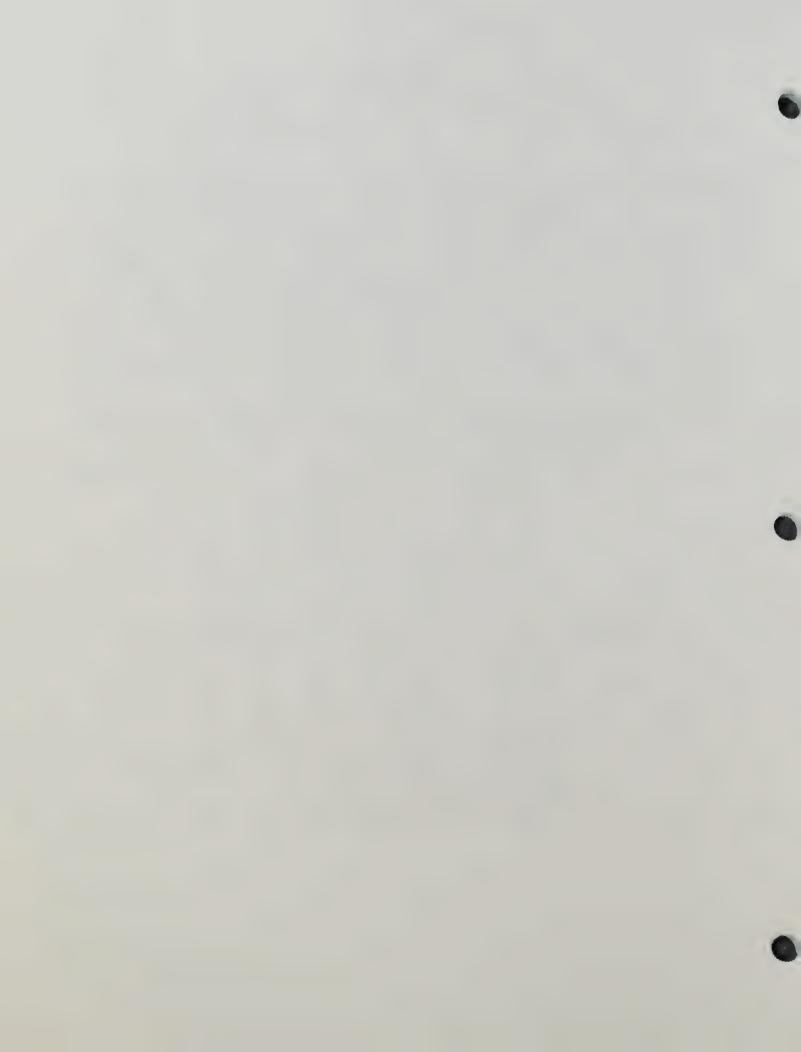
At a public meeting convened by Alderman Chad Collins, residents requested that a second School Crossing Guard be assigned to the signalized intersection of Albright Road and Mount Albion Road. Currently, a School Crossing Guard is assigned to the intersection and assists children crossing in both the north and west crosswalks. The request for a second guard is to provide assistance on the south and east approaches which are not currently supervised.

Staff undertook studies at the intersection on 1997 September 24 and 30. It was determined that there are approximately 200 crossings of the non-supervised (south) crosswalk on Mount Albion and 47 crossings of the non-supervised (east) crosswalk on Albright during the morning and evening crossing periods. This intersection is controlled by a traffic signal which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that there are behavioral problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and/or stopping for the traffic signal on a frequent basis. In addition, there were many occasions where the children were crossing Albright, in the non-supervised crosswalk, incorrectly. Due to the large number of children crossing in the supervised crosswalks the School Crossing Guard is unable to work the other crosswalks and it is not feasible to redirect the children to the supervised crosswalks.

Therefore, it is recommended that a second School Crossing Guard be assigned to the intersection of Albright and Mount Albion during the morning and evening school crossing periods.

HRA/MBH/kg







- RECOMMENDATION -

DATE:

1997 October 09

File No. TEC-239-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Hester Street and Upper Wellington Street - School

Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Hester Street and Upper Wellington Street during the morning and evening school crossing periods only for the balance of 1997 and up until the approval of the 1998 Departmental Budget; and

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of \$4,000. plus administrative costs for a School Crossing Guard at this location on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4,000. per year plus administrative costs. This increase can be accommodated within the current (1997) Departmental budget for the remainder of 1997. However, in order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

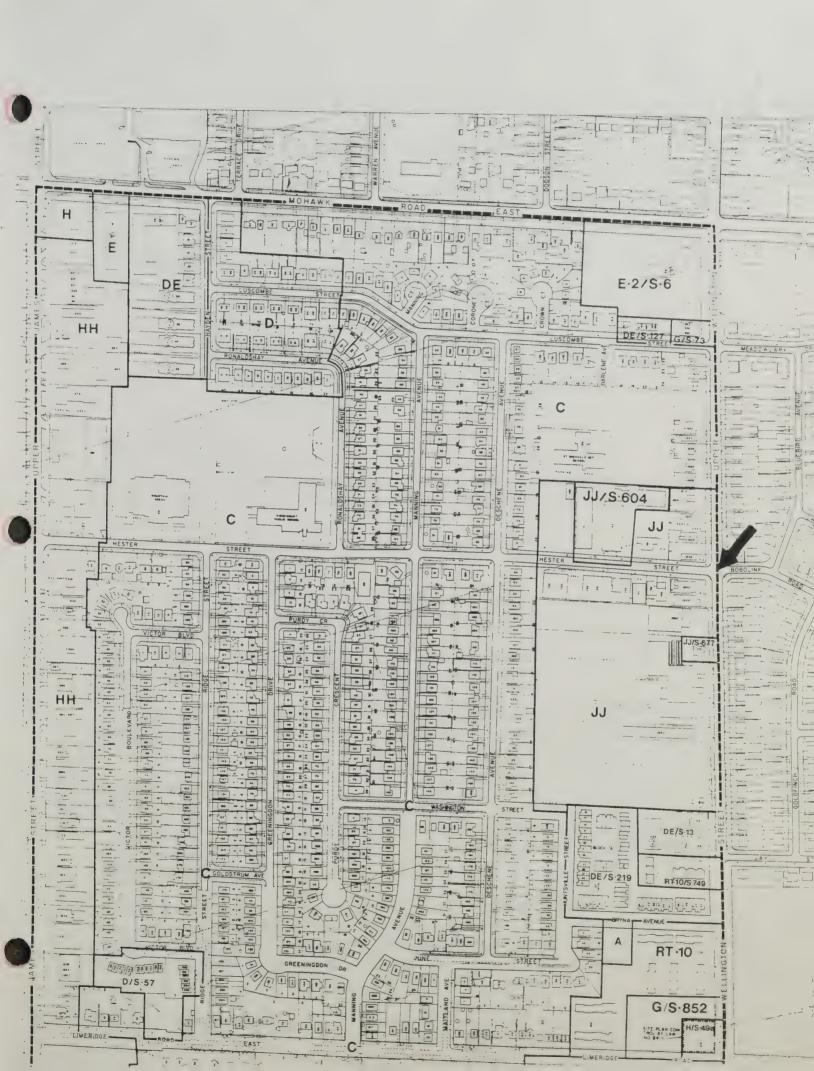
BACKGROUND:

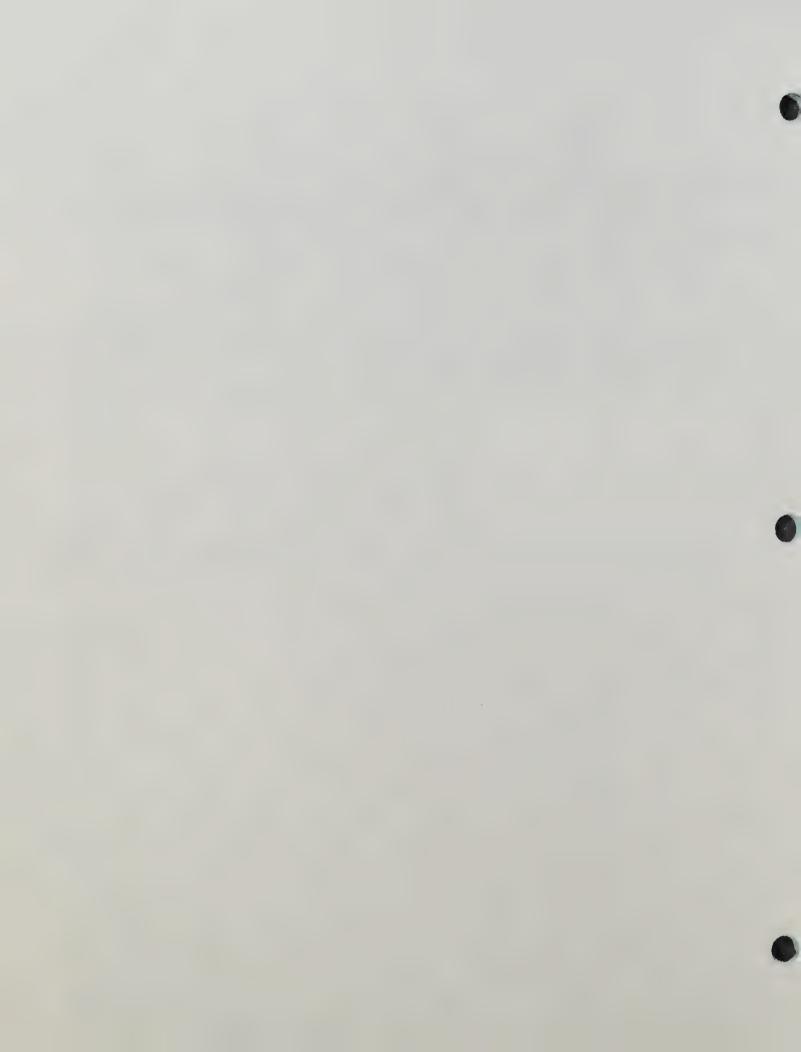
Staff have been contacted by Mr. J. Antolich, the Principal of Saint Michael Catholic School with concerns relating to children crossing both Hester Street and Upper Wellington Street and the need for a School Crossing Guard.

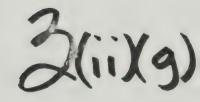
Staff undertook studies at the intersection on 1997 September 18 and 22. It was determined that there are approximately 151 crossings of Upper Wellington and 92 crossings of Hester during the two crossing periods. This intersection is controlled by a traffic signal which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that there are behavioral problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and/or stopping for the traffic signal. In addition, there were numerous occasions where the children were crossing Upper Wellington incorrectly.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1997 October 08. Therefore, staff recommends that a School Crossing Guard be assigned to the intersection of Hester Street and Upper Wellington Street during the morning and evening crossing periods only on a permanent basis.

TA/MBH/kg







- RECOMMENDATION -

DATE:

1997 October 07

File No. TEC-235-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Locke Street North and Florence Street -

Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Locke Street North and Florence Street, but that action be taken to improve the visibility of the existing stop signs on Florence Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of \$10,000 annually.

Sufficient funds are available in the 1997 Department budget to cover the cost of manufacturing, erecting and maintaining larger, left and right-hand stop signs and delineators for eastbound and westbound traffic.

BACKGROUND:

Alderman Mary Kiss has advised of a request that all-way stop control be implemented at the intersection of Locke and Florence. No specific concerns were mentioned regarding the operation of this intersection.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Florence is required to stop for northbound and southbound traffic on Locke. Records indicate that this intersection has experienced an average of 2.2 collisions per year over the past seven years. Approximately half of these collisions involved eastbound motorists who failed to either

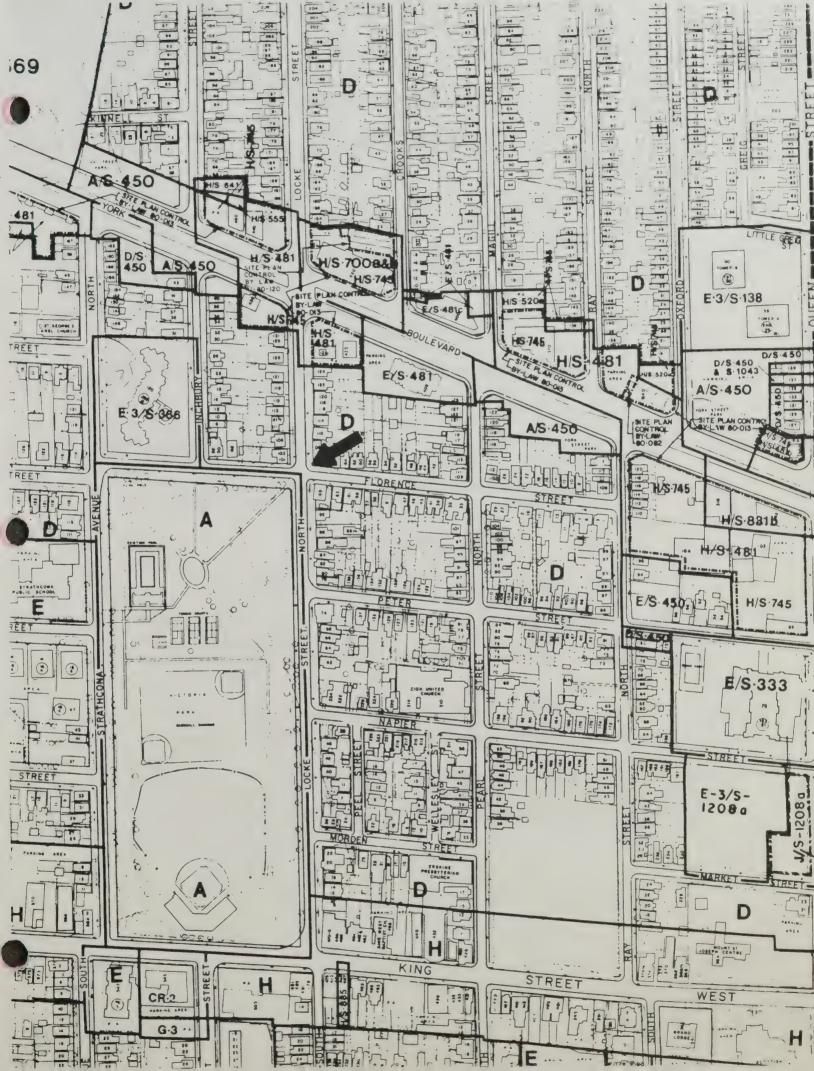
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no significant collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

City Council, at its meeting held 1997 September 30, approved an all-way stop at Locke and Peter. Once implemented, northbound and southbound traffic on Locke would be required to stop one block (350 feet) north of the subject intersection at York and one block (300 feet) south of the subject intersection at Peter. Staff would consider an additional stop on Locke to be over-restrictive and unnecessary.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Locke and Florence.

CVB/MBH/klk





3. (iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 December 4

5708-78, M.P. Sabelli, C.E.T.

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

1997 Servicing Expenditures Related to Subdivisions

(R-97-90)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"Highridge South - Phase III"

City's Share - \$ 84,380.35, Owner's Share - \$ 914,061.94

- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Highridge South Phase III" as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor.
- c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.
- d) In the event that the Owners wish to proceed prior to registration of the Final Plan and Subdivision Agreement being registered, the Owners should be allowed to do so at their own risk provided that the Owners enter into a standard agreement with the City of Hamilton for pre-servicing.

1997 Servicing Expenditures Related to Subdivisions (R-97-90)

Cont'd...

e) That the Finance and Administration Committee recommends the method of financing the City's share of this project.

D. Lobo

Commissioner

of Public Works and Traffic

f. J.D. Thoms

Commissioner

Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1997 Capital Budget includes a provision of \$800,000.00 for the City's share of subdivision expenditures in 1997. The current balance from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands is \$15,052.81, which is insufficient to finance the City's Share of this project.

"Highridge South - Phase III"

The total estimated cost of the City's share of services to be approved at this time for "Highridge South Phase III" is \$84,380.35. In accordance with current City cost sharing policies, the City's share is composed of the following costs; \$75,071.28 for the replacement of a culvert on Garth Street, \$6,908.40 for the extra depth of asphalt required on Upper Paradise Road and \$2,400.67 for fencing adjacent to lands owned by the City of Hamilton (future parkland). The City's share is non-recoverable in the future.

1997 Servicing Expenditures Related to Subdivisions (R-97-90)

Cont'd...

BACKGROUND:

At its meeting of 1992 July 28, City Council approved Section 8 of the 13th Report of the Planning and Development Committee for the draft plan of subdivision for "Highridge South" subject to certain conditions. One of the conditions requires the Owner, Brusan Development Corporation to enter into a Subdivision Agreement with the City of Hamilton. Highridge South - Phase III " is a smaller and the final portion of the original draft plan.

The Owners will be executing a Subdivision Agreement in the near future and the development of "Highridge South - Phase III" will result in the creation of ninety-five (95) single family residential lots and one block for a future residential lot.

The lands of "Highridge South - Phase III" are located south of Rymal Road West and south of Upper Paradise Road in the Carpenter Planning Neighbourhood.

MPS/

cc: Finance and Administration Committee

Att: Alderman D. Wilson, Chairman

Att: Susan K. Reeder, Secretary

cc: Regional Environment Department

Mr. Jim Thoms, Commissioner

Mr. G. Paparella

cc: City Treasury Department

A.C. Ross, City Treasury Department

Att: N. Adhya, Manager of Budgets

1997 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE

OF EXPENDITURES

- SUBDIVISION

Name of:

- CONSULTANT

SURVEYOR

- DEVELOPER

OF LOTS LOCATION

AUTHORIZATION AGREEMENT

DESCRIPTION OF WORKS

> 0.3 METRE RESERVE NON-RECOVERABLE

& OVERSIZED

COSTS

COSTS

TOTAL CITY'S SHARE

TOTAL

SERVICING COSTS

SUBDIVIDER'S SHARE

Brusatis Development Corporation Highridge South 1 Block

single fmaily for future Hamilton

95 Lots

COUNCIL

Catch Basins & Connections

13-92 P&D 92-07-28

ITEM 8

TOTAL Culvert Street Lighting

Fencing

\$0.00 \$0.00 \$0.00

\$75,071.28 \$84,380.35

\$2,400.67

\$84,380.35 \$75,071.28

\$931,240.83

\$1,015,621.18

\$2,400.67

\$0.00

\$0.00 \$0.00

\$6,908.40 \$0.00

\$6,908.40 \$0.00

\$0.00 \$0.00

\$0.00 \$0.00 \$0.00

Seeding/Sodding Sewers & Watermains Curbs & Sidewalks **Finished Roads**

M.P. SABELLI, C.E.T.

\$708-78

S. Balaban, O.L.S.

C.C. Parker

Phase 3

OVERSIZING EXPENDITURES are Non-Recoverable

TOTALS:

\$0.00

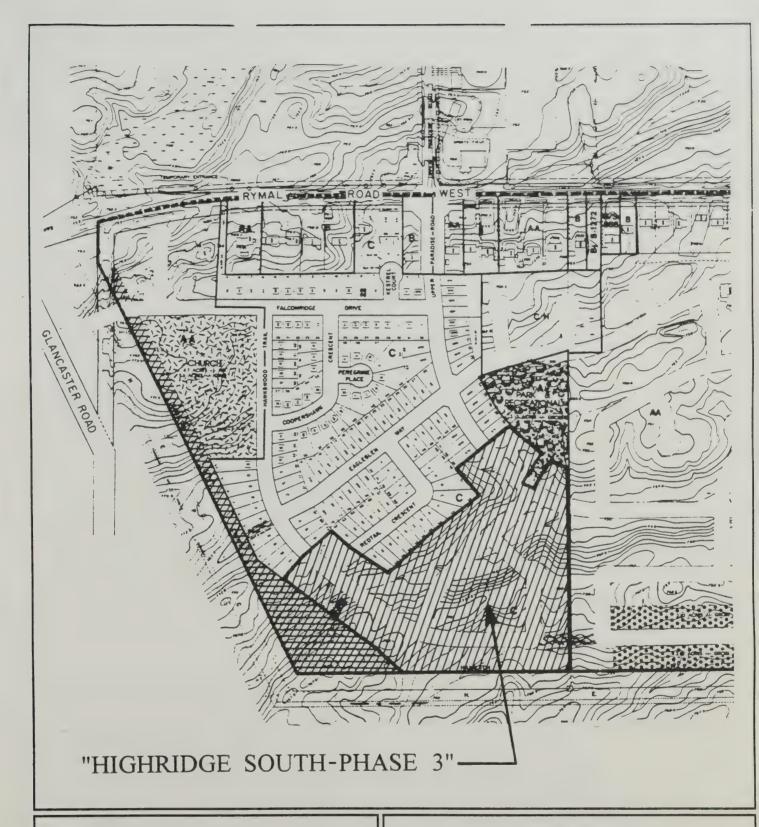
\$84,380.35

\$84,380.35

\$931,240.83

\$1,015,621.18

0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LEGEND

Subject Lands

KEY PLAN
"HIGHRIDGE SOUTH-PHASE 3", Hamilton

A

NORTH

NEIGHBOURHOOD CARPENTER - APPROVED PLAN

DATE October 9, 1997 FILE No. S 708-78



Regional Municipality of Hamilton-Wentworth Environment Department, Development Division



4.

- RECOMMENDATION -

DATE:

1997 December 02

S718-68, M.J. Inrig

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

J. G. Pavelka, P.Eng

Chief Administrative Officer

SUBJECT:

Construction of Sirente Drive, Hamilton

(R-97-81)

RECOMMENDATION:

a) That approval be given to the actions taken by the Chief Administrative Officer in authorizing additional expenditures in the amount of \$100,000 for the construction of Sirente Drive from Upper Wellington Street to Cyprus Drive due to additional elements included in the detailed design of the project to compensate for poorer soil conditions encountered at this time of year; and,

b) That the gross cost of the above project be increased from \$200,000 to \$300,000 and the additional funding of \$100,000 be financed from the Reserve for Services Through Unsubdivided Lands, Account Centre No. CH 00107.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The upfront cost to construct a base course road with associated works for Sirente Drive has been estimated at \$300,000, following tendering.

A portion of the upfront cost (approximately \$125,000) is the City's share of this road, in accordance with normal subdivision cost sharing policies. The remainder of the City's upfront cost (approximately \$175,000) is the portion which is over and above the City's normal share of the road and is generally referred to as the "subdivider's share" of construction cost. This portion of the upfront cost will be recovered in the future, through the mechanism of 0.30 metre reserves, from the adjacent land owners when they develop their lands under plans of subdivision.

The unencumbered balance for Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands, after approval of funding in recommendation (a), will be \$15,052.81.

BACKGROUND:

At this time, staff are recommending additional funding in the amount of \$100,000 over and above a previous amount of \$200,000 approved by Council on 1997 September 30 to construct Sirente Drive from Upper Wellington Street to Cyprus Drive. A total estimated cost of \$300,000 consists of construction costs, including contingency and GST, of \$260,000, engineering and overhead costs of \$20,000 and an allowance for street lighting in the amount of \$20,000.

The purpose of the road is to provide a much needed secondary access to the Crerar Neighbourhood as only one access is servicing approximately 250 homes. The original approval for financing was based on a preliminary design and a preliminary cost estimate using average subdivision costs for road works.

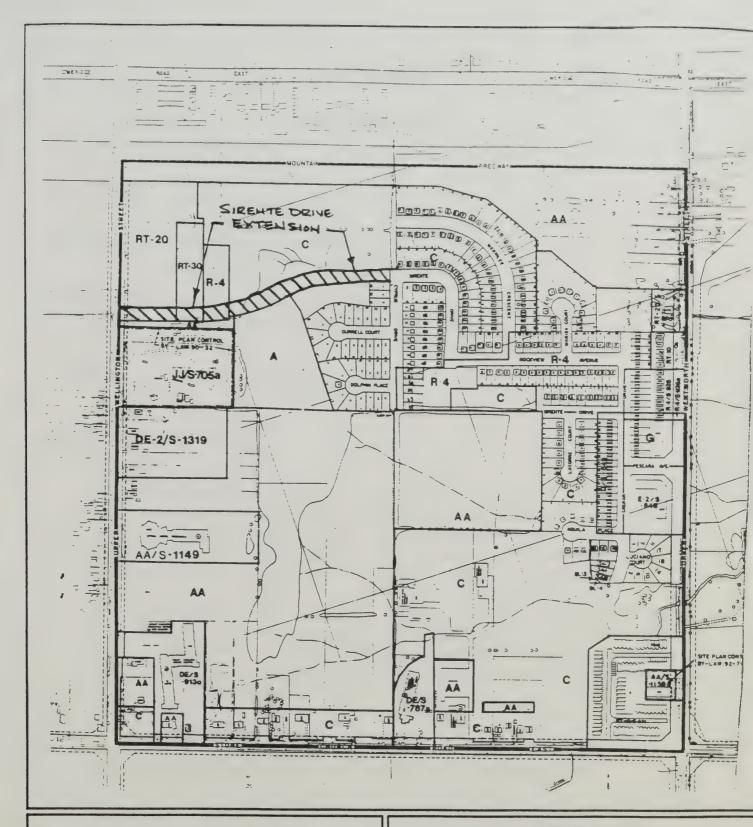
The tenders received for Sirente Drive, include higher costs which are due to the following:

- The detailed design necessitated additional elements to compensate for the poorer soil conditions generally encountered at this time of year in order to reduce the potential for "throw away" costs being generated by additional construction costs in the future.
- 2) Higher than average unit prices due to the time of the season in which the work is being done.
- 3) Higher overall cost because the contract involves construction of a single road only, whereas construction of multiple roads (common in a typical subdivision project) results in lower material and labour costs.

For the above reasons and the urgent nature of this project, staff are recommending that the C.A.O.'s actions in approving additional funding from the Reserve for Services Through Unsubdivided Lands Account in an amount of \$100,000 to construct Sirente Drive from Upper Wellington Street to Cyprus Drive be approved by Council, to provide a much needed secondary access to the Crerar Neighbourhood.

МЛ:

- cc: D. Onishi, Roads Division, Transportation Department
 - A. Ross, City Treasurer Att: N. Adhya, Manager of Budgets
 - S. Reeder, City Clerks Department
 - J. D. Thoms, Regional Environment Department
 - E. Chajka, Manager of Development Regional Environment Department



LEGEND

Subject Lands

KEY PLAN

NORTH NEIGHBOURHOOD CRERAR



DATE FILE No. S718-68



Regional Municipality of Hamilton-Wentworth Environment Department, Development Division





- INFORMATION -

DATE:

1997 December 3

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Pollution Control Sub-Committee

BACKGROUND:

City Council at its meeting held 1983 January 25 was advised that the Transport and Environment Committee established a Pollution Control Sub-Committee to assist the Transport and Environment Committee with the execution of its duties (Section 43 of the THIRD Report of the Transport and Environment Committee for 1983) made up of Alderman M. Kiss and Alderman H. Merling.

City Council at its meeting held 1983 February 8 was advised that the Transport and Environment Committee (Section 17 of the FOURTH Report of the Transport and Environment Committee for 1983) at its meeting held Monday, January 31, 1983, approved the following Terms of Reference and Committee Composition for the Pollution Control Sub-Committee:

TERMS OF REFERENCE

The duties of the Pollution Control Sub-Committee shall be:

- i. to act as an intermediary between the Provincial and Federal Government Departments on pollution control and the public;
- ii. to disseminate information to the public regarding pollution control, and generally to assist in the fight against pollution in the Metropolitan Hamilton area;

- iii. to report on all matters re: collection of solid waste and domestic refuse;
- iv. to report on all matters pertaining to the protection of the environment from excessive air, water, ground and noise pollution.

COMPOSITION

4 Elected Members - Alderman Henry Merling, Chairman (voting members) - Alderman Mary Kiss, Vice-Chairman

Alderman Tom MurrayAlderman Shirley Collins

6 Citizen Members - two from Industry (non-voting members) - one from C.H.O.P.

- one from School Board

- 2 citizen members (to be advertised)

The Committee was subsequently disbanded in 1989.

City Council at its meeting held 1997 October 14 recommended that a Pollution Control Sub-Committee of the Transport and Environment Committee be reestablished (Section 2(I) of the THIRTEENTH Report of the Committee of the Whole for 1997).

The Transport and Environment Committee will need to determine the mandate and membership for this Sub-Committee.





CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Thursday, 1997 December 11th 9:30 o'clock a.m. Room 233, City Hall

AGENDA:

A. ADOPTION OF THE MINUTES

- i. Adoption of the minutes of the Transport and Environment Committee meeting held 1997 October 6
- ii. Adoption of the minutes of the Special Transport and Environment Committee meeting held 1997 November 4

B. <u>COMMISSIONER OF PUBLIC WORKS AND TRAFFIC</u>

- i. Parking Regulations
 - (a) Gladstone Avenue between
 Delaware Avenue and Main Street East
 - (b) No. 552 Mary Street
 Request for a Reserved
 "Permit Parking" Space for a Disabled Resident
 - (c) No. 37 Francis Street
 Request to Modify the Existing
 Reserved Permit Parking" Space for a Disabled Resident
 - (d) No. 175 Shaw Street
 - (e) No. 27 Stapleton Avenue
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
 - (f) Whitney Avenue between Broadway Avenue and Bowman Street



Transport and Environment Committee Agenda Review

- 2 Thursday, December 11, 1997
- (g) No. 223 Avondale Street
- (h) Traymore Avenue between
 Forsyth Avenue South and Dalewood Avenue
- (i) Munroe Street and Hillyard Street between Niagara Street and Brant Street
- (j) Brant Street between Wentworth Street North and Niagara Street
- (k) No. 57 Macauley Street West
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (l) No. 168 Albany Avenue
 Request for a Reserved "Permit Parking" Space
 for a Disabled Resident
- (m) Cameo Avenue between Upper Sherman Avenue and Carmen Avenue
- (n) South side of Brant Street, east of Niagara Street
- (o) Balmoral Avenue North, north of Cannon Street East
- (p) Apartment Building at No. 23 Spring Street Application for a Time Limit Exemption Permit
- (q) Devonport Street between Tom Street and York Boulevard
- (r) No. 485 Dundurn Street South
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (s) No. 442 Catharine Street North
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (t) No. 110 Ray Street North
 Request to Relocate a Reserved
 "Permit Parking" Space for a Disabled Resident



Transport and Environment Committee Agenda Review

- 3 Thursday, December 11, 1997
- (u) No. 346 John Street North
 Request to Remove a Reserved "Permit Parking"
 Space for a Disabled Resident
- (v) Kings Forest Drive, north of Nova Drive
- (w) West side of West 27th Street, north of Bendamere Avenue
- (x) Intersection of Acadia Drive/Annapolis Way and Acadia Drive
- (y) 90 Gibson Avenue
 Request for a Reserved
 "Permit Parking" Space for a Disabled Resident
- (z) No. 50 Somerset Avenue
 Request for a Reserved
 "Permit Parking" Space for a Disabled Resident
- (aa) Angela Avenue between
 West 32nd Street and West 35th Street
- (bb) No. 1064 Cannon Street East
 Request for a Reserved "Permit Parking" Space
 for a Disabled Resident

ii. Intersection Control

- (a) Westerly intersection of Gainsborough Road and Old Orchard Road
- (b) Intersection of Milkyway Drive and Solomon Crescent
- (c) Replacing Yield Signs with Stop Signs in the Glenview East Neighbourhood
- (d) Intersections of Kirkfield Road and Springside Drive and Piano Drive and Jacqueline Boulevard
- (e) Intersection of West 16th Street and Sanatorium Road
- (f) Intersection of Locheed Drive and Castle Street



Transport and Environment Committee - 4 - Thursday, December 11, 1997 Agenda Review

- (g) Southwesterly Intersection of Purnell Drive and Clifton Downs Road
- (h) Intersection of Ambassador Drive and Montcalm Drive
- (i) Intersection of Elliott Avenue and Toby Crescent
- (j) Intersection of Argyle Avenue and Norman Street
- (k) Intersection of Berko Avenue and Baroche Street
- (l) Intersection of Locke Street South and Herkimer Street
- (m) Intersection of Crosthwaite Avenue South and Normandy Road

iii. Miscellaneous

- (a) No. 179 Cochrane Road
 Request to Remove a Wheelchair Loading Zone
- (b) Locke Bus Route Bus Stop Removal and Installations
- (c) Intersection of Devonport Street and York Boulevard Corner Clearance
- (d) West side of Waverly Street, north of Melvin Avenue Driveway Clearance
- (e) Intersection of Jameston Avenue and West 5th Street Corner Clearances
- (f) Bayfront Bus Route Bus Stop Relocation
- (g) Intersection of Hester Street and Ridge Street Corner Clearance
- (h) Macklin Street, Unsworth Drive and Hempstead Drive Bus Route and Snow Route Designations
- (i) West side of Jefferson Avenue, south of Main Street East - Corner Clearance



Transport and Environment Committee Agenda Review

- 5 Thursday, December 11, 1997
- (j) School Bus Loading Zone on Bonaparte Way adjacent to St. Marguerite D'Youville School
- (k) North side of Ward Avenue, west of Bowman Street - Corner Clearance
- (l) No. 33 Cumberland Avenue
 Discharge of a Residential Boulevard Parking Agreement
- (m) South side of King William Street, east of John Street North Request to replace a Commercial Vehicle Loading Zone with a "No Parking" regulation
- (n) No. 321 West 2nd Street Request for a Wheelchair Loading Zone
- (o) No. 405 East 27th Street
 Request for a Wheelchair Loading Zone
- (p) Intersection of Kings Forest Drive and Nova Drive Corner Clearance
- (q) Canadian Corps of Commissionaires Annual Billing Rates for 1998
- (r) Intersection of Mountville Avenue and Upper Wellington Street Corner Clearance
- (s) Nos. 140 and 144 East 45th Street
 Discharge to Two Residential Boulevard Parking Agreements

iv. City Engineer

- (a) Encroachment Agreements
- (b) Landscaping Agreement, 90 Stinson Street
- (c) To incorporate certain City land into various streets by By-laws
- (d) Encroachment Agreement, 7-11 Mary Street



- (e) Discharge of Encroachment, 80 King William Street
- (f) Encroachment Agreement, 709 Barton Street East
- (g) Rescind Encroachment, Installation of Railway Spur Line Pier 15

C. <u>CITY CLERK</u>

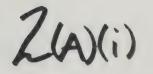
- (i) Declaration of Surplus Property/Sale
 Public walkway between 61 and 62 Harbottle Court G. M. Kelly
- (ii) Declaration of Surplus Property/Sale
 Public walkway between 61 and 62 Harbottle Court A. Faiazza

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

- (i) Information Items
- (ii) 1998 Schedule of Meetings Transport and Environment Committee



Monday, 1997 October 6 9:30 o'clock a.m. Room 233, City Hall



The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman

Alderman V. J. Agro, Vice Chairman

Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico

Regrets:

Mayor R. M. Morrow, Civic Business

Also present:

Alderman D. Wilson

B. Price, Hamilton Safety Council

J. G. Pavelka, Chief Administrative Officer

D. Lobo, Commissioner of Public Works and Traffic

C. Firth-Eagland, Public Works and Traffic

R. Meiers, Public Works and Traffic

M. Hazell, Public Works and Traffic Department

G. Aston, Roads Department

M. Watson, City Clerks Department V. Abraham, Planning Department

K. Christenson, Secretary

1. **DELEGATION**

Proposed Walkway Closure - Glendale Avenue

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a brief presentation by Mr. Aston, the Committee approved the following recommendation:

- (a) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell the public walkway located between Nos. 37 and 41 Glenvale Avenue; and,
- (b) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,
- (c) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act; and,
- (d) That the Manager of Real Estate Division City Clerk's Department be authorized to proceed with the disposition of the subject lands to the abutting owners; and,
- (e) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of 1997 September 22nd were adopted as circulated to the Members.

B. <u>COMMISSIONER OF PUBLIC WORKS AND TRAFFIC</u>

- i. Parking Regulations
 - (a) No. 488 Catharine Street North
 Request to Remove a Reserved
 "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Catharine Street North commencing at a point 166 feet north of Macauley Street East and extending to a point 27 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 54 Kinrade Avenue Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Kinrade Avenue commencing at a point 157 feet south of Barton Street East and extending to a point 30 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) No. 62 Francis Street
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 197 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Luigi Matteliano, No. 62 Francis Street.

(d) West 33rd Street between Angela and Leslie Avenue

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Angela Avenue and Leslie Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) No. 26 Bayfield Avenue Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the east side of Bayfield Avenue commencing at a point 273 feet north of McAnulty Boulevard and extending to a point 24 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) No. 25 Clinton Street Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Ciinton Street commencing at a point 101 feet west of the extended west curb line of Ruth Street and extending to a point 19 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Belinda Quinn, No. 25 Clinton Street.

(g) Brucedale Avenue East between Upper James Street and Prince George Avenue

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Brucedale Avenue East commencing at a point 139 feet east of Upper James Street and extending to a point 387 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) No. 80 Francis Street Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Francis Street commencing at a point 40 feet east of Cheever Street and extending to a point 13 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) West Park Avenue between Sanders Boulevard and the northerly end

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West Park Avenue between Sanders Boulevard and the northerly end, and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) Apartment Building at No. 264 Main Street West Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, 27 Time Limit Exemption Permits to each of the first 27 eligible applicants residing in the apartment building at No. 264 Main Street West.

(k) Parking Regulations on Cranbrook Drive adjacent to R. A. Riddell School

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending 40 feet southerly be relocated to a point 73 feet south of the south curb line of Greendale Drive and extending 40 feet southerly therefrom; and,
- (b) That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Cranbrook Drive commencing at a point 113 feet south of the south curb line of Greendale Drive and extending 80 feet southerly therefrom; and,
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) No. 99 Carrick Avenue Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Carrick Avenue commencing at a point 210 feet south of Dunsmure Road and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Margaret McAusland, No. 99 Carrick Avenue.

(m) Bonaventure Drive between Clifton Downs (east leg) and Clifton Downs (west leg)

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Bonaventure Drive between Clifton Downs (east leg) and Clifton Downs (west leg), and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. Intersection Control

(a) Intersection of Corinna Court and Emperor Drive

The Committee was in receipt of a report dated 1997 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Corinna Court be required to stop for eastbound and westbound traffic on Emperor Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Intersection of Graham Avenue south and Central Avenue

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Graham Avenue South and Central Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. Miscellaneous

(a) School Bus Loading Zone on Queensdale Avenue East Adjacent to Timothy Christian School

The Committee was in receipt of a report dated 1997 September 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Queensdale Avenue East commencing at a point 65 feet east of East 8th Street and extending 126 feet easterly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Approval of Traffic Signal Drawings

The Committee was in receipt of a report dated 1997 September 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That, in accordance with subsection 144(31) of the Highway Traffic Act of the Province of Ontario, the Commissioner of Public Works and Traffic, or his designate, be designated to approve traffic signal design drawings on behalf of the City of Hamilton, and that the City Traffic By-law No. 89-72 be amended accordingly.

iv. City Engineer

(a) Encroachment Agreements

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved, provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and.
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- (c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(b) 1997 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1997 September 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"Silvana Gardens", Hamilton

City's Share - NIL -, Owner's Share \$ 234,750.97

"Wisemount Estates - Phase 9, Hamilton

City's Share - NIL -, Owner's Share \$ 198,906.66

Tiffany - Phase 1"; Hamilton

City's Share - \$ 26,028.00, Owner's Share - \$ 1,029,247.00

"Timothy Survey - Phase 1", Hamilton

City's Share - \$ 16,483.00, Owner's - \$ 416,010.00

"Aterno Gardens", Hamilton

City's Share - Nil, Owner's Share - \$ 415,769.12

"Wellington Meadows - Phase 1", Hamilton

City's Share - Nil, Owner's Share - \$ 79,185.29; and,

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Silvana Gardens", "Wisemount Estates Phase 9", Hamilton, "Tiffany Phase 1", "Timothy Survey Phase 1", "Aterno Gardens" and "Wellington Meadows Phase 1" as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,
- (c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,
- (d) In the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, the Owners should be allowed to do so at their own risk provided that the Owners enter into a standard agreement with the City of Hamilton for pre-servicing; and,
- (e) That the City's share of servicing in "Tiffany Phase 1" and "Timothy Survey -Phase 1" subdivisions at an estimated cost of \$26,028 and \$16,483 respectively, be financed from the Account Centre No. 00107 Reserve for Services Through Unsubdivided Lands.

v. Public Works

Barrier Free Design Standards

The Committee was in receipt of a report dated 1997 September 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That staff be authorized and directed to continue developing the Pathway Barrier Free Design Standards as a Working Document based on the Introductory Pages provided herein; and,
- (b) That staff be authorized and directed to review and amend the "Barrier Free Design Standards" document, approved by City Council on 1994 October 4, to include the necessary modifications recommended as a result of the application of the standards.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of an information report dated 1997 October 6th from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

That the following information report that was previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject .	Date Distributed
Sept. 23	Commissioner of Public Works & Traffic	1997 City Construction Program - Status & Schedule as of 1997	1997 October 2nd

September 19

3. <u>COMMISSIONER OF PUBLIC WORKS AND TRAFFIC</u> TRAFFIC DIVISION

(a) Enforcement of By-laws other than Parking and Stopping by Parking Control Staff

The Committee was in receipt of a report dated 1997 September 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to initiate a six month trial project, in conjunction with the Hamilton-Wentworth Regional Police, whereby Parking Control Staff provide enforcement of by-law regulations other than Parking and Stopping, under the direction of a Regional Police Officer.

(b) Intersection of Rosslyn Avenue North and Roxborough Avenue

The Committee was in receipt of a report dated 1997 September 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Rosslyn Avenue North and Roxborough Avenue on a six month trial basis and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) Intersection of Lisajane Court and Juliebeth Drive

The Committee was in receipt of a report dated 1997 October 2nd from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That three-way stop control be implemented on Lisajane Court and Juliebeth Drive on a six month trial basis and that the City Traffic By-law No. 89-72 be amended accordingly.

4. CITY CLERK

Declaration of Surplus Property/Sale Harbottle Court/Chesley Street, Hamilton

The Committee was in receipt of a report dated 1997 September 26 from the City Clerk respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

- (a) (i) That Part 3, Plan 62R-11994 be declared surplus to the requirements of the City of Hamilton in accordance with the Real Property Sales Procedural By-law No. 95-049; and,
 - (ii) That the Real Estate Division be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law; and,

- (b) (i) That an Offer to Purchase a portion of Part 3, Plan 62R-11994 for the price of \$14,923.91, executed by R.C. Richardson and C.P. Richardson dated 1997 September 23, be accepted. The said vacant land has a frontage on Harbottle Court of 18.03 metres (60.04 feet) more or less, and a depth of 2.85 metres (9.35 feet) more or less, comprising a total area of 52 square metres (559.74 square feet) more or less, being Part 2 on Plan 62R-14203, said transaction scheduled to close on 1997 November 6. Funds derived from this sale be credited to Account Centre CH00102 (Reserve for Property Purchases); and,
 - (ii) That the required deposit cheque in the amount of \$1,500 be held by the City Treasurer pending Council approval; and,
 - (iii) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:
 - (1) satisfactory notice has been given to the public of the intended sale; and,
 - (2) no appraisal of the fair market value of the real property intended to be sold was obtained as Reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act.

5. CHIEF ADMINISTRATIVE OFFICER

City of Hamilton Response to Ontario Ministry of Environment and Energy Certificates of Approval

The Committee was in receipt of a report dated 1997 October 1st from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a brief presentation by Mr. Pavelka, the Committee approved the following recommendation:

- (a) That the Director of Planning and Development assume responsibility for circulation and co-ordination of City Departmental comments on proposed and/or amended Certificates of Approval located within the City of Hamilton, as forwarded by the Ontario Ministry of Environment and Energy; and,
- (b) That the information comments obtained from City Departments address the following matters:
 - (i) Official Plan
 - (ii) Zoning By-law
 - (iii) Traffic
 - (iv) Noise
 - (v) Fire
 - (vi) Input from the Public at Public Meetings; and,
- (c) That the Director of Planning and Development author the Recommendation Report consolidating the responses from City Departments, other municipal Departments and external agencies to the Transport and Environment Committee.

6. OTHER BUSINESS

- (a) Alderman Kiss requested the Commissioner of Public Works and Traffic to prepare reports on all-way stop control at the intersections of Dundurn Street South and Lamoreaux Street and Locke Street South and Florence Street.
- (b) Alderman Collins requested that an update be provided by Nick Catalano of the Economic Development Department on the "Brownfield Program Task Force" at the next regular meeting.

7. ADJOURNMENT

There being no further business, the meeting then adjourned,

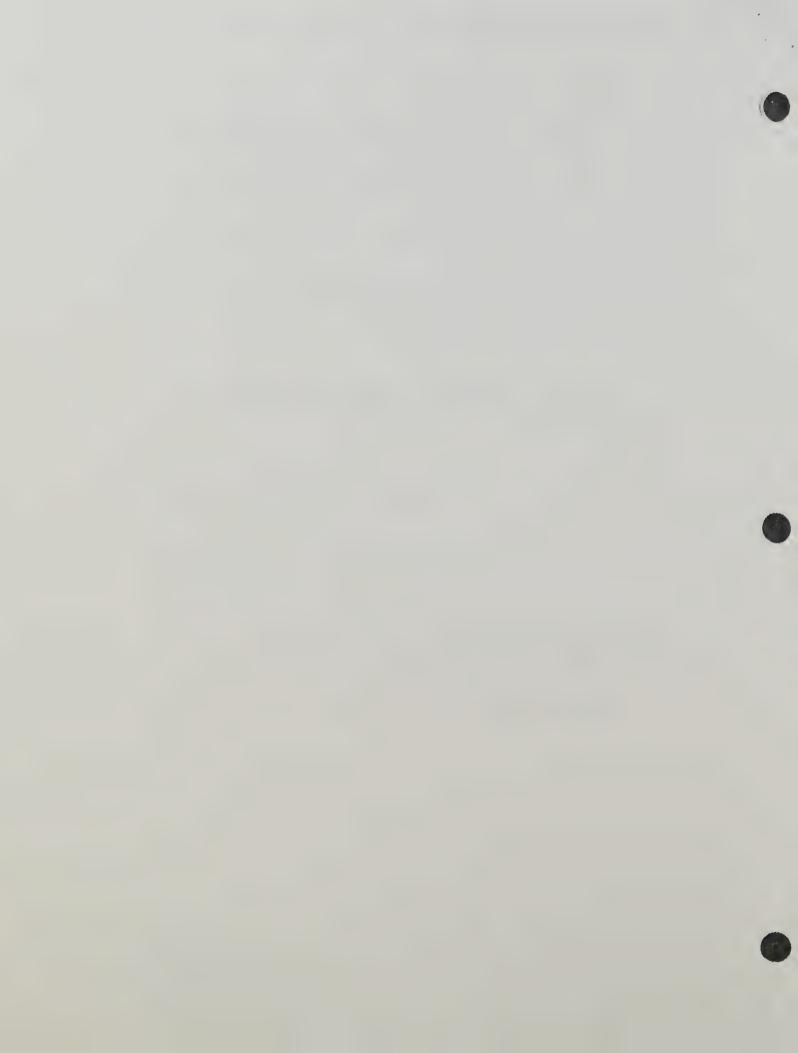
Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson Secretary

1997 October 6th

/mjw



Tuesday, 1997 Nove 6:45 o'clock p.m.
Room 233, City Ha.

The Transport and Environment Committee met in Special Session.

There were present: Alde

Alderman H. Merling, Chairman

Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins

Absent:

Alderman V. J. Agro, Civic Business Mayor R. M. Morrow, Civic Business Alderman T. Jackson, Civic Business Alderman F. D'Amico, Civic Business

Also Present:

Alderman Wm. McCulloch Alderman B. Charters Alderman M. Caplan

1. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) On Street Parking Meters

The Committee was in receipt of a report dated 1997 November 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) (i) That on-street parking meters not be operated after 6:00 p.m. on Thursday and Friday evenings in the downtown area (bounded by Bay Street, Wellington Street, York Boulevard/Wilson Street and Jackson Street); and,
 - (ii) That the \$6,000 Parking Authority revenue loss from the parking meters be offset from any surplus in the Public Works and Traffic Department accounts at the end of the year; and,
 - (iii) That the annual amount of \$30,000 to \$40,000 in revenue loss from the parking meters be incorporated in the 1998 Current Budget for the Parking Authority; and,
 - (iv) That the annual amount of \$30,000 to \$40,000 shortfall in parking enforcement revenues be addressed in the 1998 Current Budget process by way of an expansion package; and,
- (b) That consideration be given during the 1998 budget process to not operate on-street parking meters after 6:00 p.m. on Thursday and Friday evenings for the remainder of the City at a cost of \$350,000 to \$400,000 including lost enforcement revenues; and,
- (c) That staff be directed to further investigate and report back on the feasibility of having a uniform two hour parking time limit at all onstreet parking meters in the downtown area.

(b) East Side of Skylark Drive, north of Limeridge Road East Parking Regulations

The Committee was in receipt of a report dated 1997 November 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full time "One Hour Parking Time Limit" regulation on the east side of Skylark Drive between Limeridge Road East and the extended south curb line of Pheasant Place be revised, such that the regulation commences at Limeridge and extends to a point 324 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

2. There being no further business, the meeting then adjourned.

Taken as read and approved,

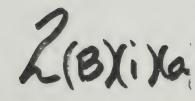
ALDERMAN H. MERLING, CHAIRMAN TRANSPORT AND ENVIONMENT COMMITTEE

Kevin C. Christenson, Secretary

1997 November 4

/mjw

CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 November 19

File No. TEC-262-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Gladstone Avenue between Delaware Avenue and Main

Street East - Parking Regulations

RECOMMENDATION:

That the existing "Two Hour Parking Time Limit, 24 Hours a Day, Monday to Friday" regulation on the east side of Gladstone Avenue between Delaware Avenue and Main Street East be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

For many years prior to 1996, parking on Gladstone was controlled with an "Alternate Side Parking" regulation. However, in the fall of last year, staff received a petition to replace the "Alternate Side Parking" regulation with a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side and a "No Parking" regulation on the west side of the street between Main and Delaware. Council approved this request on 1996 September 24, and the signs were changed shortly thereafter.

Staff subsequently received a second petition which was sufficiently signed, and City Council, at its meeting held on 1997 March 11, approved a request to change the parking regulations back to the "Alternate Side Parking" regulation.

Subsequently, the Ward Aldermen and staff received several concerns from abutting residents regarding the petitions as some of the residents had signed both petitions and therefore, the matter was put on hold.

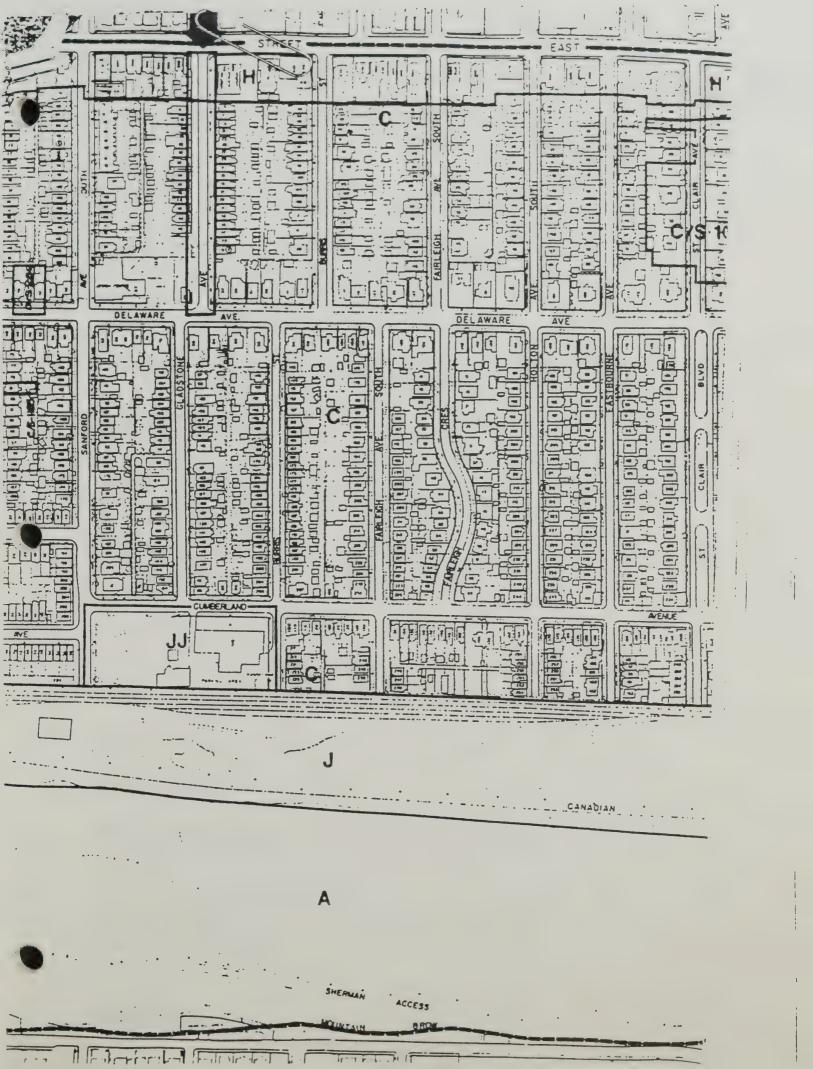
On 1997 June 20, staff sent out a questionnaire to the residents abutting Gladstone between Main and Delaware, in order to clarify the residents' view on parking. The responses to the questionnaires indicated that 70 percent of the abutting residents were in favour of keeping the existing "No Parking" regulation on the west side, and "Two Hour Parking Time Limit" regulation on the east side.

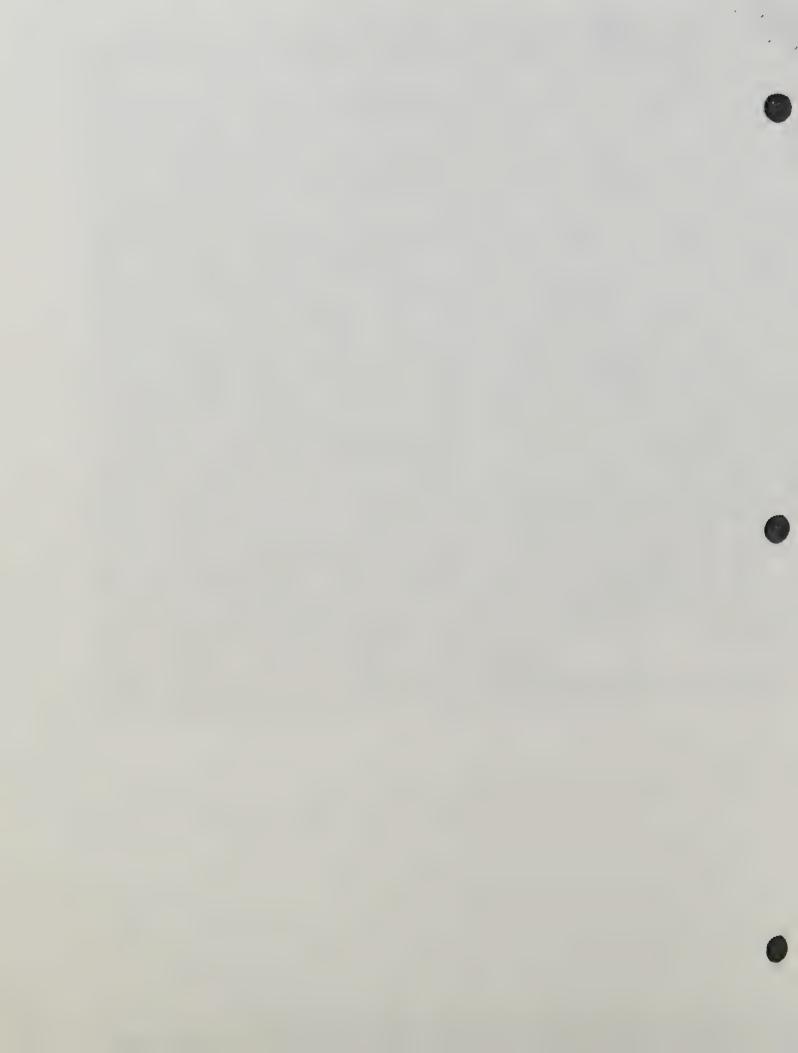
As a result of the questionnaire, City Council at its meeting of 1997 September 30 approved staff's recommendation to rescind the by-law entry allowing for an "Alternate Side Parking" regulation on the street.

Staff has since received a petition signed by representatives of 33 of the 37 residential properties abutting Gladstone between Delaware and Main, requesting that the existing "Two Hour Parking Time Limit, 24 Hours a Day, Monday to Friday" regulation be removed from the east side of the street in this block. Twenty-eight of the 33 residents who signed the petition are in favour of removing the regulation, four residents are opposed and one had no opinion.

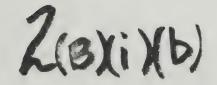
Gladstone has a 24 foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 24 Hours a Day, Monday to Friday" regulation on the east side and a "No Parking" regulation on the west side of the street in this block. The resident who circulated the petition has advised that the residents prefer to have unrestricted parking on their street. Therefore, since 76 percent of the abutting residents are in favour of removing the subject time limit regulation, staff concurs with the request.

CVB/MBH/klk





CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1997 November 21

File No. TEC-285-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 552 Mary Street - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Mary Street commencing at a point 140 feet south of Burlington Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Anchse Marchi, 552 Mary Street.

May 1

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

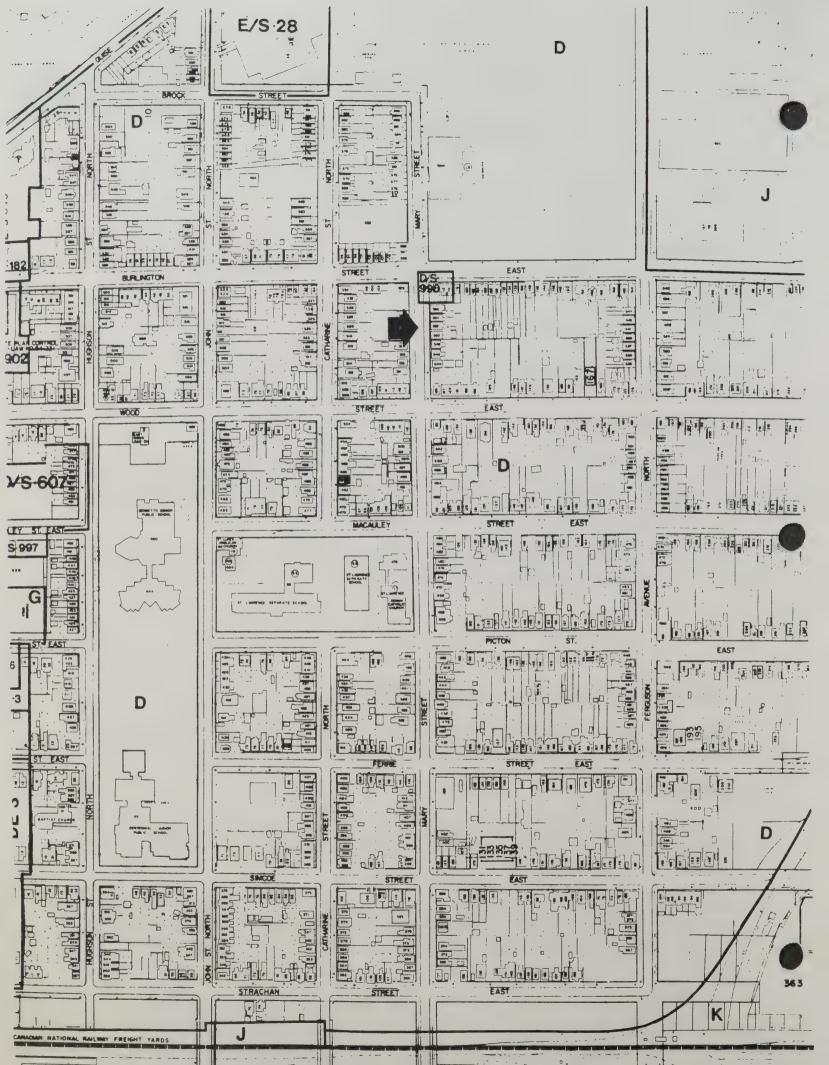
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Anchse Marchi, 552 Mary Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of his home since he is disabled.

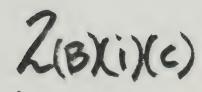
Mary has a 27 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that Mr. Marchi meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.





CITY OF HAMILTON





DATE:

1997 November 21

File No. TEC-286-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 37 Francis Street - Request to Modify the Existing

Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Francis Street which commences at a point 106 feet west of Douglas Street and extends to a point 20 feet westerly therefrom be relocated such that the regulation commences at a point 145 feet west of Douglas Street and extends to a point 20 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.



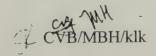
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

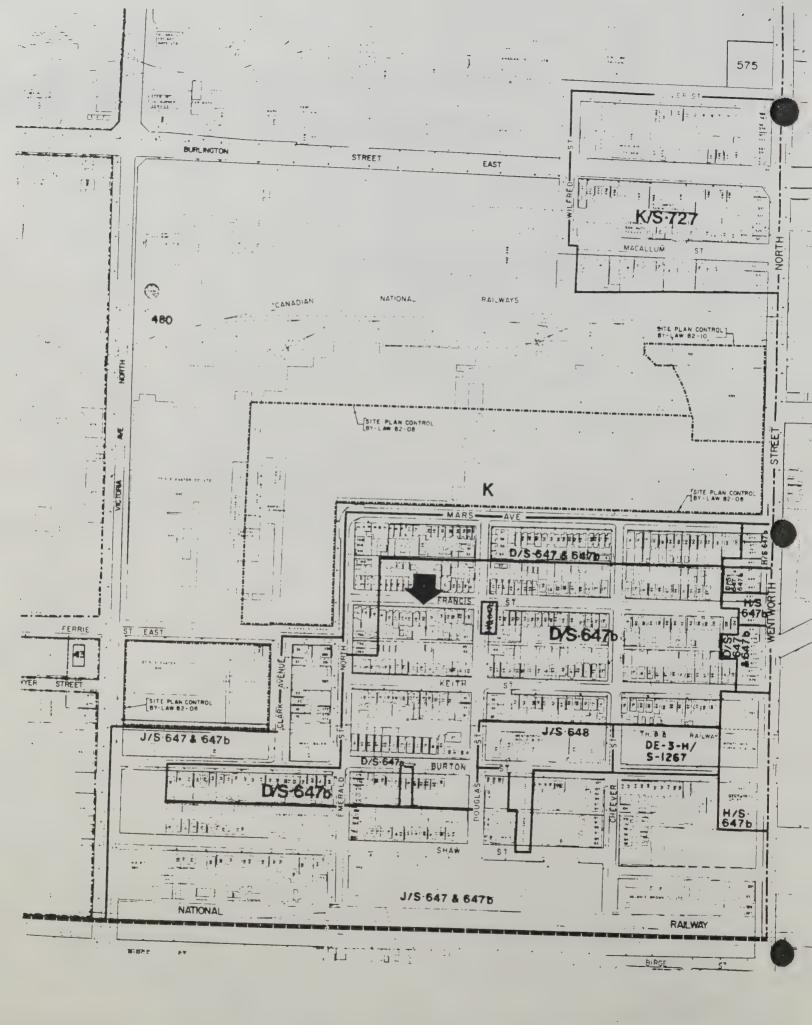
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

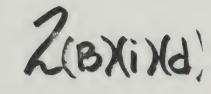
BACKGROUND:

Staff has received a request from Mr. Christopher, No. 37 Francis Street, that the existing reserved "Permit Parking" space on the south side of the street across from his home, designated for their use, be relocated westerly, directly in front of No. 32 Francis Street, to maximize the number of on-street parking spaces.

An investigation has revealed that there is an existing reserved "Permit Parking" space directly in front of No. 30 Francis Street. Relocating the subject reserved "Permit Parking" space westerly to directly in front of No. 32 Francis Street would permit one additional on-street parking space. Staff has been advised by Mr. Brad Harper, No. 32 Francis Street, that he supports relocating the reserved "Permit Parking" space to directly in front of his home. Therefore, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 November 24

File No. TEC-287-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 175 Shaw Street - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the north side of Shaw Street commencing at a point 195 feet east of Cheever Street and extending to a point 78 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

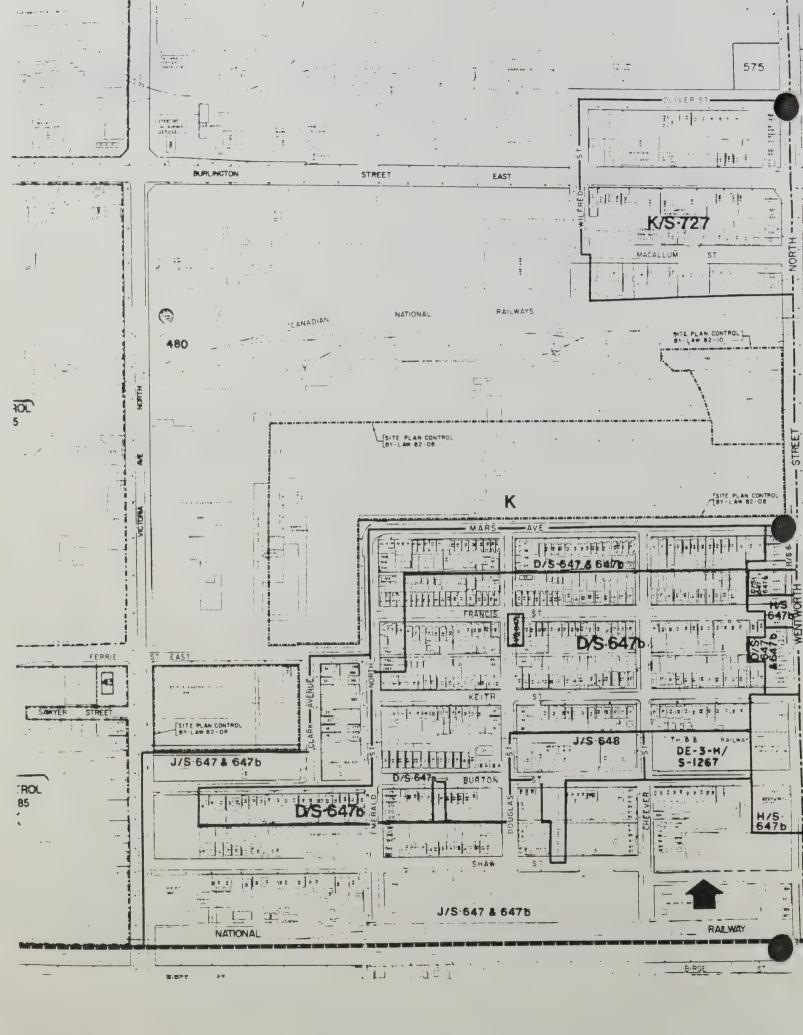
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Springstead, Manager of V.B. Steel Co., 175 Shaw Street, that a "No Stopping" driveway clearance be implemented on the north side of the street, on both sides of the driveway approach.

Shaw has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of the street in this area. Mr. Springstead has expressed concern that parked vehicles adjacent to the driveway obstruct turning movements for semi-trailers accessing the building. The implementation of the requested regulation will result in the loss of two on-street parking spaces. However, since parking is permitted on the north side for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kik



2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 24

File No. TEC-291-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 27 Stapleton Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the west side of Stapleton Avenue commencing at a point 302 feet north of McAnulty Boulevard and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Tom Parisee, 27 Stapleton Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

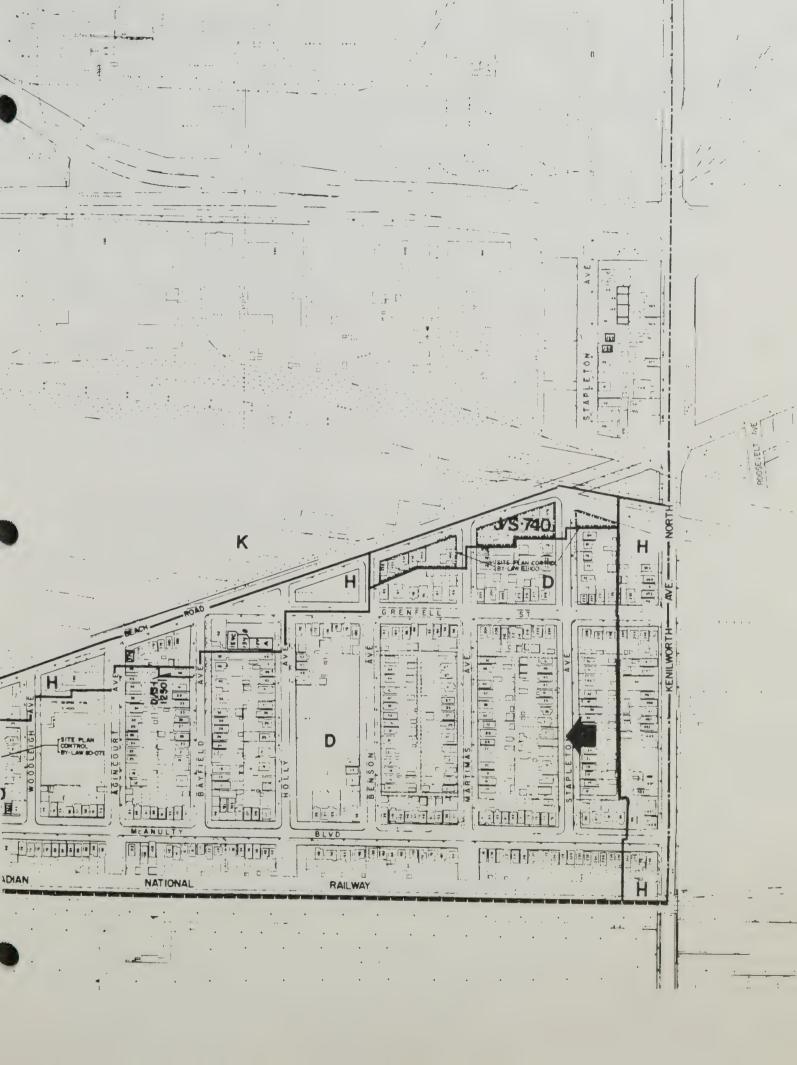
BACKGROUND:

Alderman Dave Wilson has advised of a request from Mr. Tom Parisee, 27 Stapleton Avenue, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of his home since he is disabled.

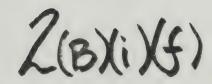
Stapleton has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mr. Parisee has advised that he requires a space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the west side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Parisee meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

A CVB/MBH/kik







- RECOMMENDATION -

DATE:

1997 November 26

File No. TEC-296-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Whitney Avenue between Broadway Avenue and Bowman

Street - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Whitney Avenue between Broadway Avenue and Bowman Street, and that the City Traffic By-law 89-72 be amended accordingly.

W. Miles

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

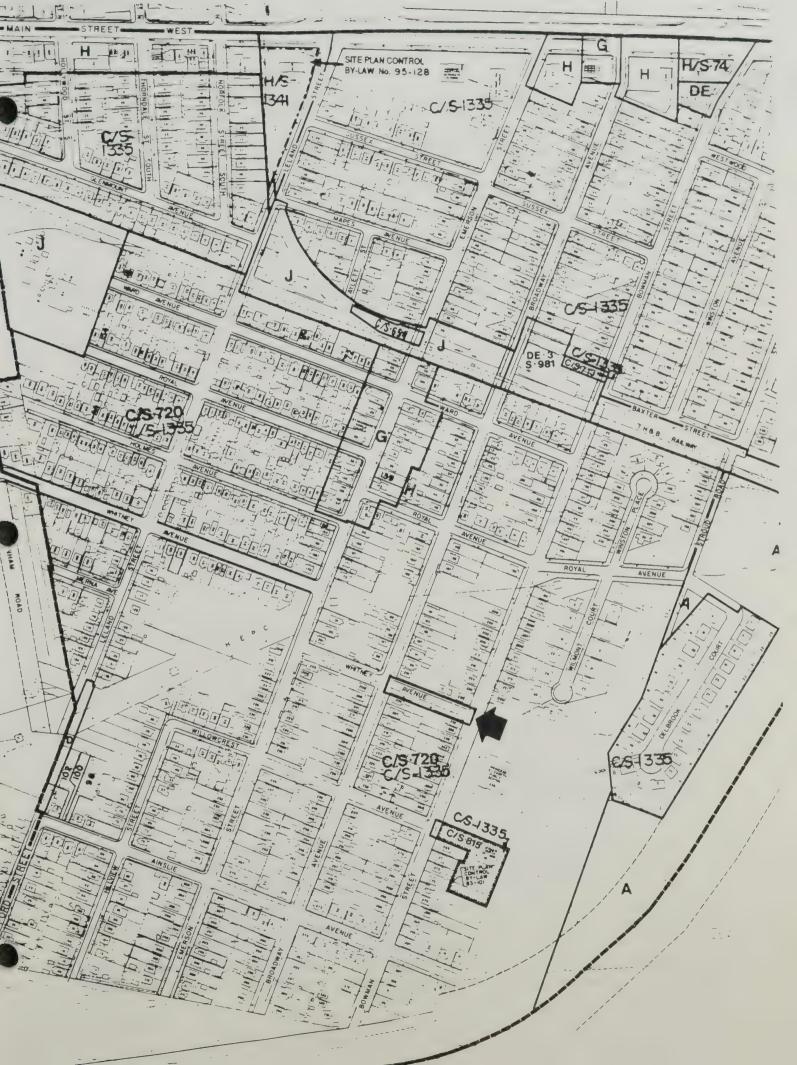
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit will off-set the cost to some degree.

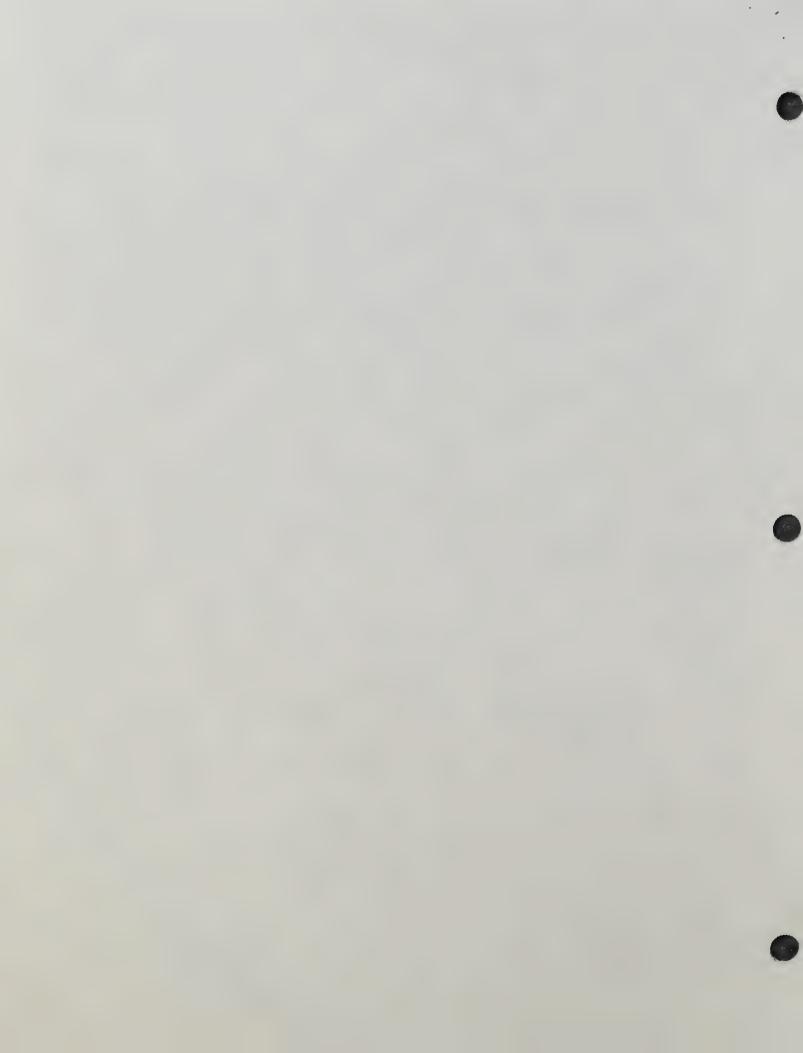
BACKGROUND:

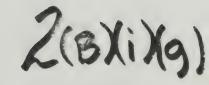
Alderman Marvin Caplan has advised of a request that a time limit parking regulation be implemented on both sides of Whitney between Broadway and Bowman. As a result, staff received a petition signed by representatives of four of the five residential properties abutting Whitney between Broadway and Bowman requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Three of the four petitioners are in favour of the requested regulation and one is opposed.

Whitney has a 31-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of McMaster University.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 60 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 November 27

File No. TEC-302-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 223 Avondale Street - Parking Regulations

RECOMMENDATION:

That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Avondale Street commencing at a point 193 feet south of Mons Avenue and extending to a point 14 feet southerly therefrom, and that the City Traffic By-law 89-72 be an ended accordingly.

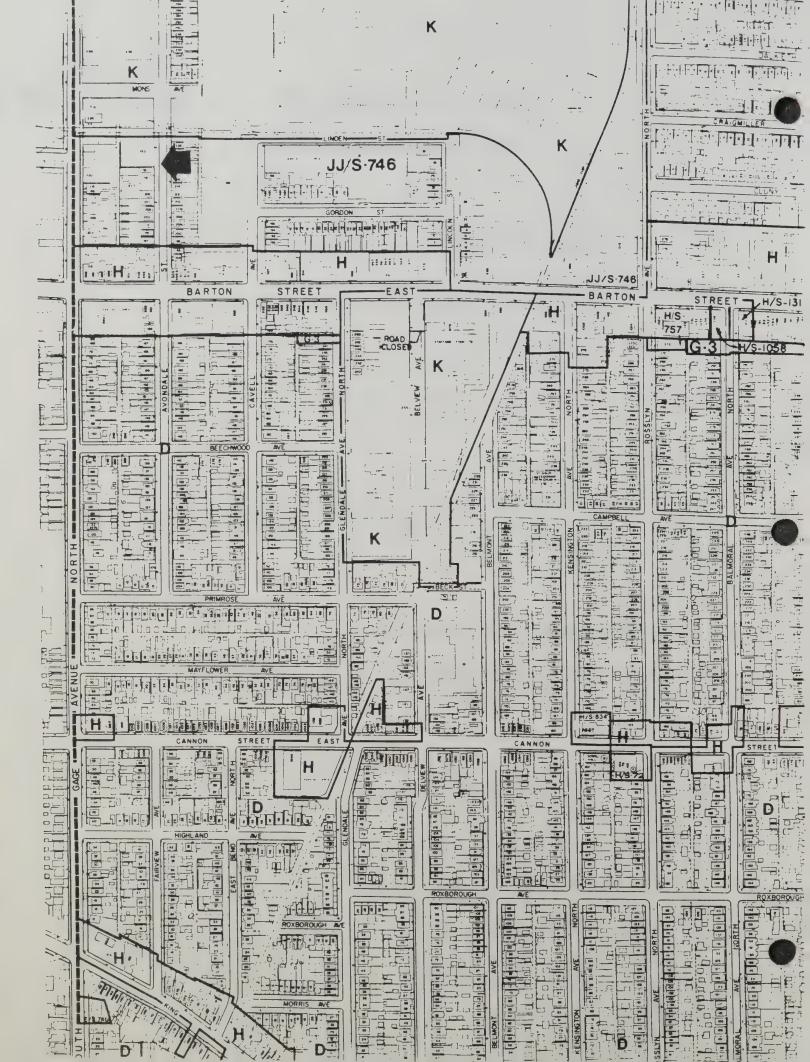
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Ed Vaes, owner of the industrial business at 223 Avondale Street, that a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" loading zone be implemented on the west side of Avondale in front of his business.

Avondale has a 28-foot pavement width, and presently, there is a "No Stopping" regulation on the east side and a part-time parking prohibition to facilitate street maintenance operations on the west side of the street in this area. The implementation of the requested regulation will result in the loss of only one on-street parking space. However, the applicant has also agreed to limit the hours of the regulation such that parking can occur after 5:00 p.m. during the week and all day on weekends. Also, while 14 feet is substandard for a loading zone, this will allow a maximum number of parking spaces to be retained and trucks loading and unloading can overhang the applicant's driveway. Therefore, staff concurs with the request.



HAMILTON Z(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 27

File No. TEC-276-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Traymore Avenue between Forsyth Avenue South and

Dalewood Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation and "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on Traymore Avenue between Forsyth Avenue South and Dalewood Avenue be replaced with a "No Parking" regulation on the north side and a "Permit Parking" regulation on the south side, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to initially issue two parking permits to No. 103 Traymore Avenue and one parking permit to Nos. 74, 75, 76, 77, 98, 107, 114 and 115 Traymore Avenue and any additional permits (to a maximum of 18) on a first come first served basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$432. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

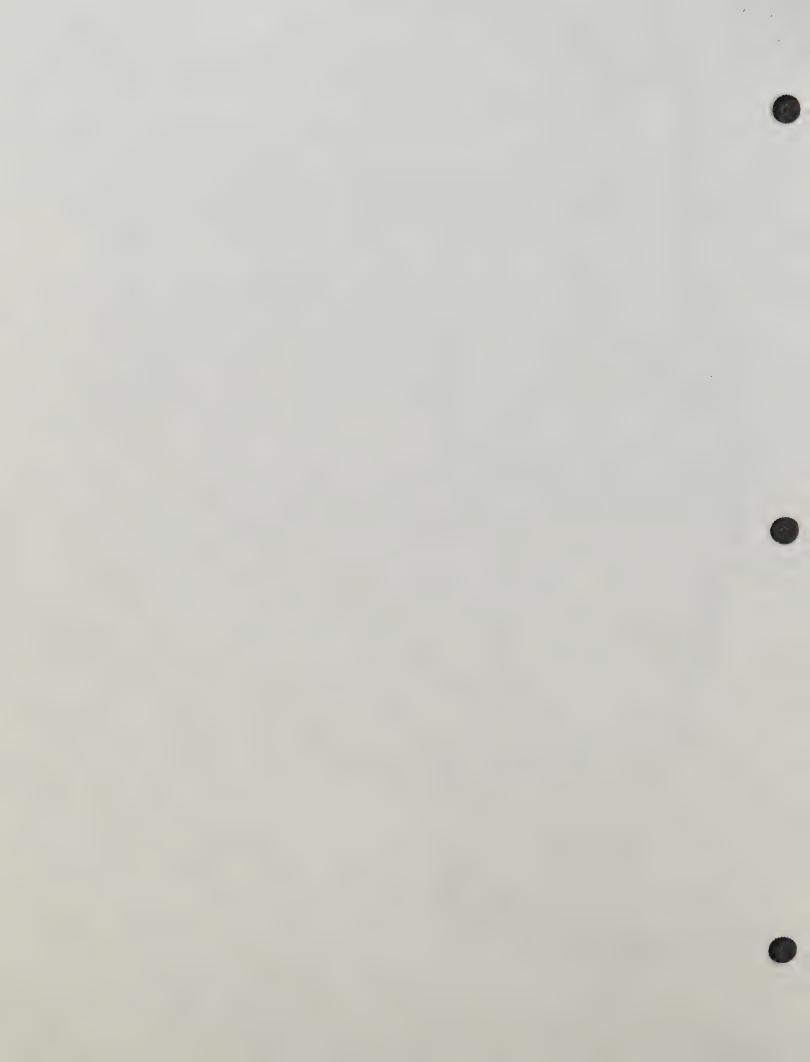
Staff has received a petition signed by representatives of 14 of the 21 residential properties abutting Traymore between Forsyth and Dalewood requesting that the existing "Alternate Side Parking" regulation and time limit regulation be replaced with a "No Parking" regulation on the

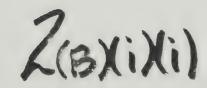
north side and a "Permit Parking" regulation on the south side of the street in this block. Thirteen of the residents who signed the petition are in favour of the requested regulation changes, and one is opposed. Staff has contacted a representative from three other abutting residential properties and has been advised that they have no opinion in regard to the requested regulation.

Traymore has a 30-foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students, visitors and employees of McMaster University and Chedoke-McMaster Hospital. The implementation of the requested regulation would prohibit non-resident parking and residents of the street may be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the "Permit Parking" regulation.

An investigation has revealed that there are 18 parking spaces on the south side of the street in this block. It was indicated on the petition that ten permits are required. There would be eight permits remaining, which would be available for the residents of the four dwellings not contacted. Therefore, since the demand for permits does not appear to exceed the number of on-street parking spaces and since 62 percent of the abutting residents support the requested regulation, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 November 5

File No. TEC-273-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Munroe Street and Hillyard Street between Niagara Street

and Brant Street - Parking Regulations

RECOMMENDATION:

(a) That a fulltime "One Hour Parking Time Limit" regulation be implemented on the north side of Munroe Street between Niagara Street and Hillyard Street; and

(b) That a fulltime "One Hour Parking Time Limit" regulation be implemented on the west side of Hillyard Street between Munroe Street and Brant Street; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit will off-set the cost to some degree.

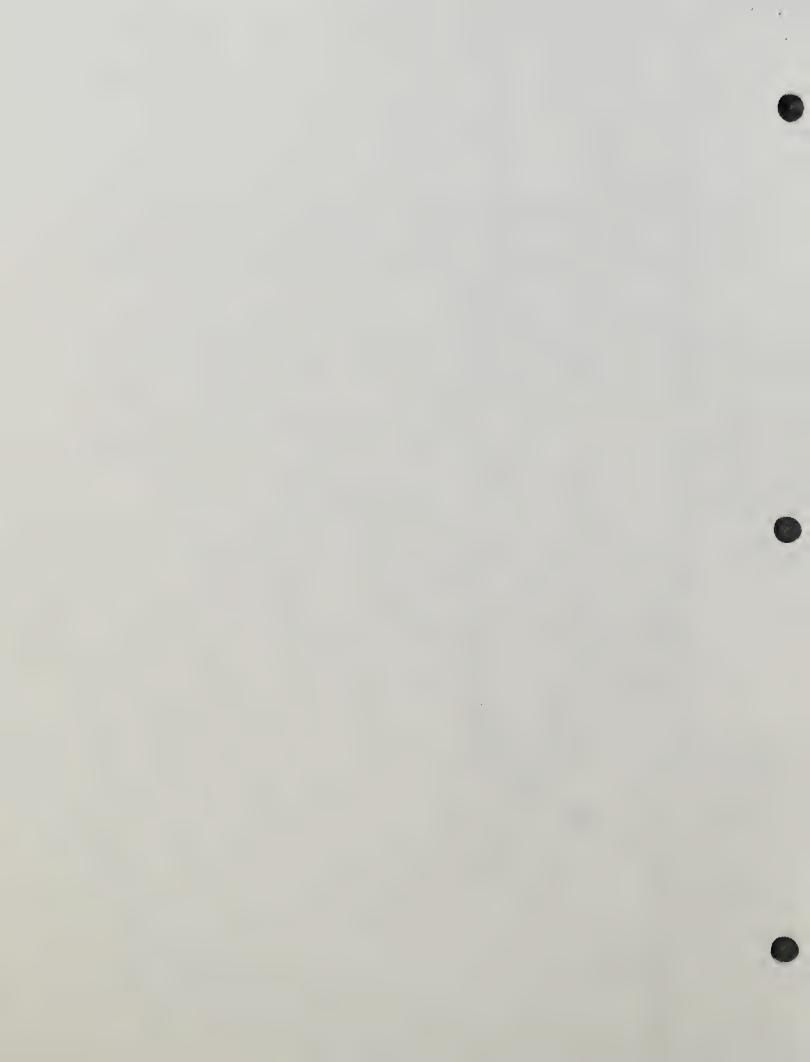
BACKGROUND:

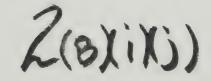
Staff has received a petition signed by representatives of 13 of the 20 residential properties abutting Munroe and Hillyard between Niagara and Brant requesting that a fulltime "One Hour Parking Time Limit" regulation be implemented on the north and west sides of the streets in these blocks. All 13 of the petitioners are in favour of the requested regulation. Staff has contacted two additional residents who abut these streets and has been advised that they are in favour of the requested regulation.

Both, Munroe and Hillyard, have a 25-foot pavement width, and presently, there is a "No Parking" regulation on the south and east side and a part-time parking prohibition to facilitate street maintenance operations on the north and west side of each street in these blocks. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of area industrial businesses.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicles(s) from the signed time limit regulation. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.







- RECOMMENDATION --

DATE:

1997 October 24

File No. TEC-252-97 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Brant Street between Wentworth Street North and Niagara

Street - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on the north side of Brant Street between Wentworth Street and Niagara Street be replaced with a "Permit Parking" regulation and a "No Parking, 8:00 a.m. to 12:00 p.m., 3rd Wednesday, April to November" regulation; and,

b) That a "No Stopping" regulation be implemented on the north side of Brant Street from Wentworth Street to 55 feet easterly therefrom; and,

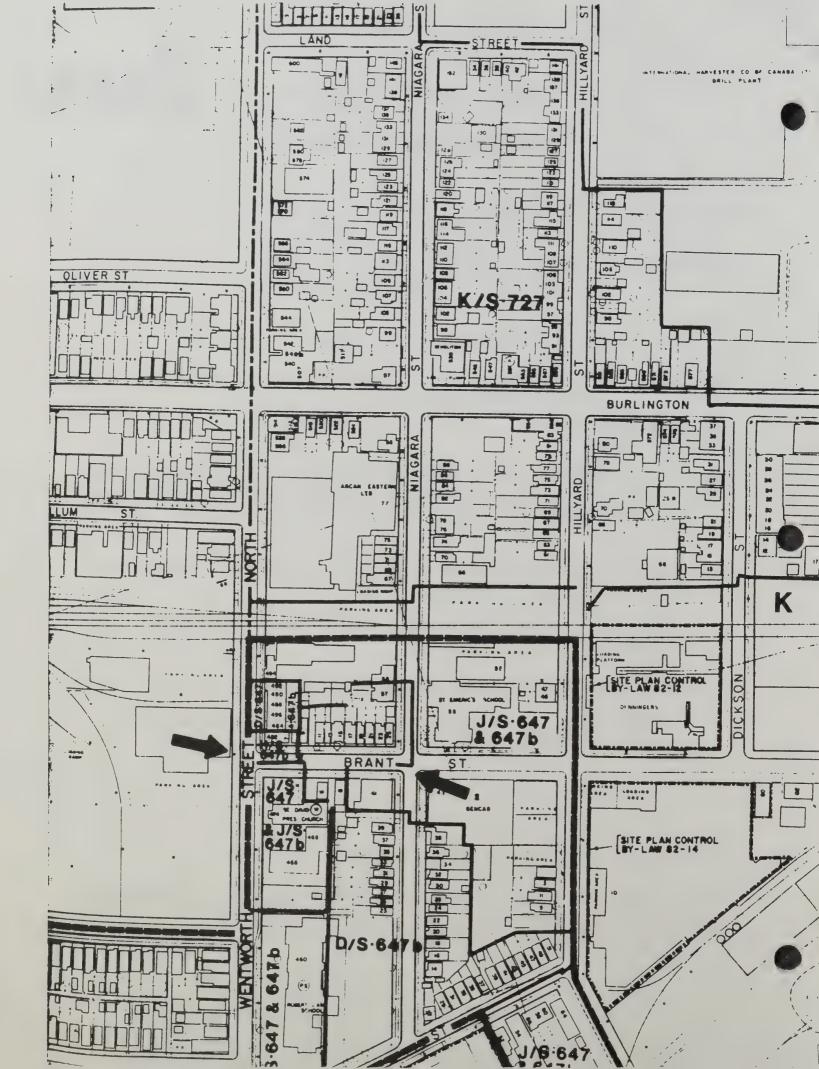
c) That a "Permit Parking" regulation be implemented on the south side of Brant Street, from Wentworth Street to Niagara Street; and,

d) That the City of Hamilton Traffic By-law 89-72 be amended accordingly; and,

e) That the Commissioner of Public Works and Traffic be authorized to issue up to a maximum of 13 permits to abutting residents.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget cover the cost of manufacturing, erecting, revising and maintaining the subject signs. There is a potential for \$312. in revenue each year from the sale of parking permits which would off-set these costs to some degree.



BACKGROUND:

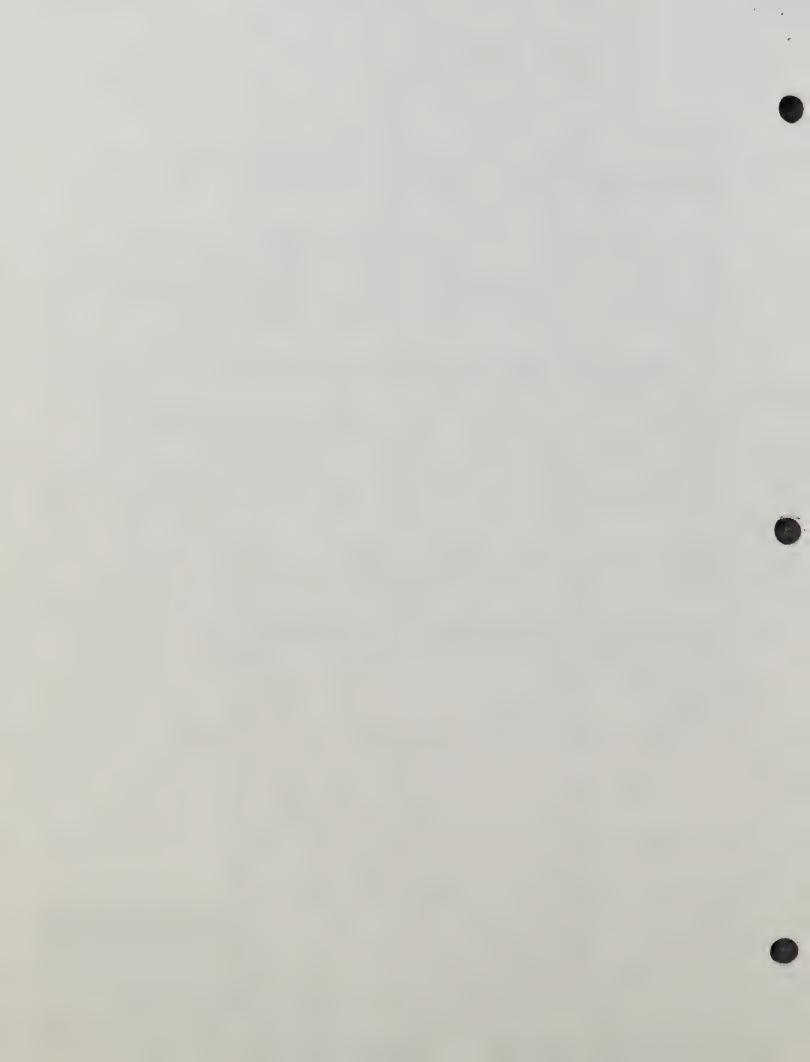
Staff has received a petition signed by eight of the 11 abutting residents of Brant between Wentworth and Niagara, requesting the implementation of a "Permit Parking" regulation on both sides of the street in this block.

Brant has a 30 foot pavement width, and presently there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area, except for a part-time parking prohibition to facilitate street maintenance operations. An investigation has revealed that there are eight parking spaces on the north side and nine parking spaces on the south side of this block, three of which are adjacent to Ormond Industrial Tools Limited, 41 Niagara Street.

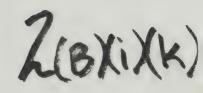
Staff have spoken with representatives of Ormond Industrial Tools Limited and have been advised that the company does not oppose the proposed regulation, provided that the portion of the street adjacent to their business remains unrestricted. Staff also recommends the concurrent implementation of a part time parking prohibition on the north side of the street to further facilitate street maintenance, in a manner consistent with the regulation on the south side of the street, as well as a 55 foot "No Stopping" corner clearance on the north side, east of Wentworth, to facilitate turning movements at the intersection. The "No Stopping" corner clearance will further reduce the number of available parking spaces, resulting in a total of 13 spaces available for the eleven abutting residents, only one of whom requested more than one permit.

Although staff generally supports the removal of parking from one side of narrow streets such as this, only one of the abutting residents has available off-street parking and, therefore, the demand for on-street parking exceeds the number of parking spaces currently available. The implementation of the "Permit Parking" regulation on both sides of the street will provide sufficient additional on-street parking for residents on Brant as to alleviate, to a significant extent, parking congestion in the area. In view of the foregoing, and since 73 percent of the abutting residents are in favour of the proposed regulation, staff has no serious objection to granting the request.

CVB/MBH







DATE:

1997 November 04

File No. TEC-271-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 57 Macauley Street West - Request for a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Macauley Street West commencing at a point 269 feet west of MacNab Street North and extending to a point 16 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Blair Crawford, 57 Macauley Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

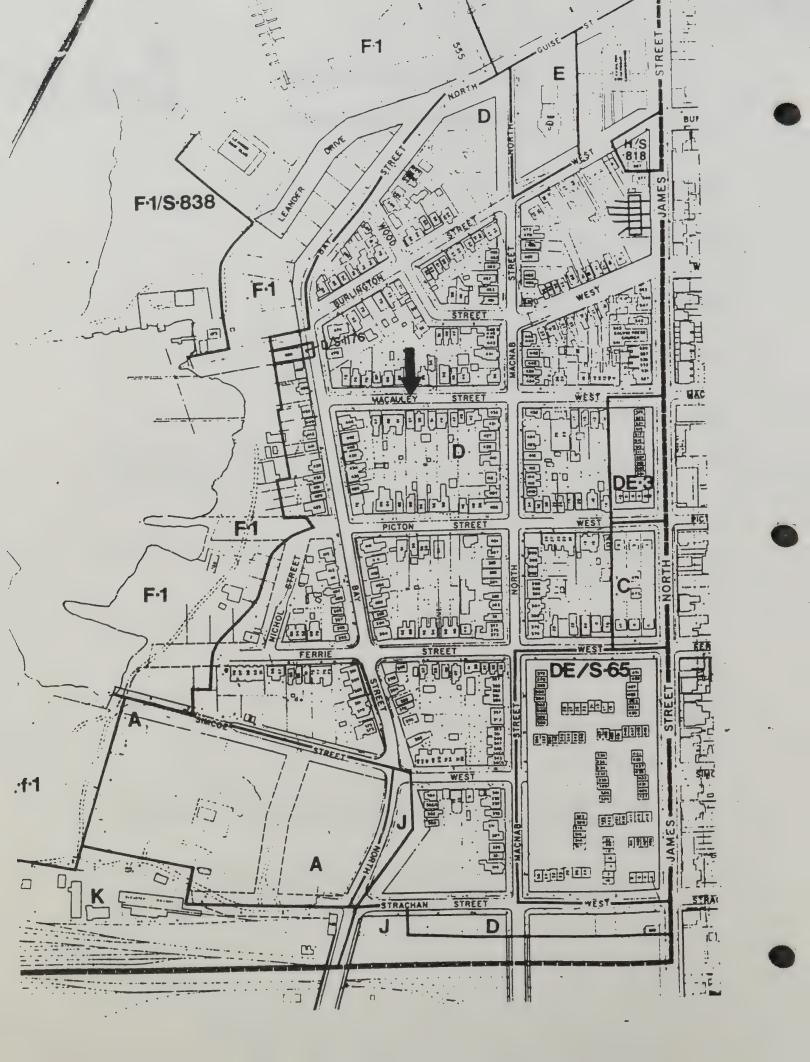
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

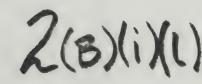
BACKGROUND:

Staff has received a request from Mr. Blair Crawford, 57 Macauley Street West, that a reserved "Permit Parking" regulation be implemented on the south side of the street in front of his home since he is disabled.

Macauley has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that Mr. Crawford meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

J CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 October 31

File No. TEC-259-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 168 Albany Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Albany Avenue commencing at a point 74 feet west of Cope Street and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Pam Prawdzik, 168 Albany Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

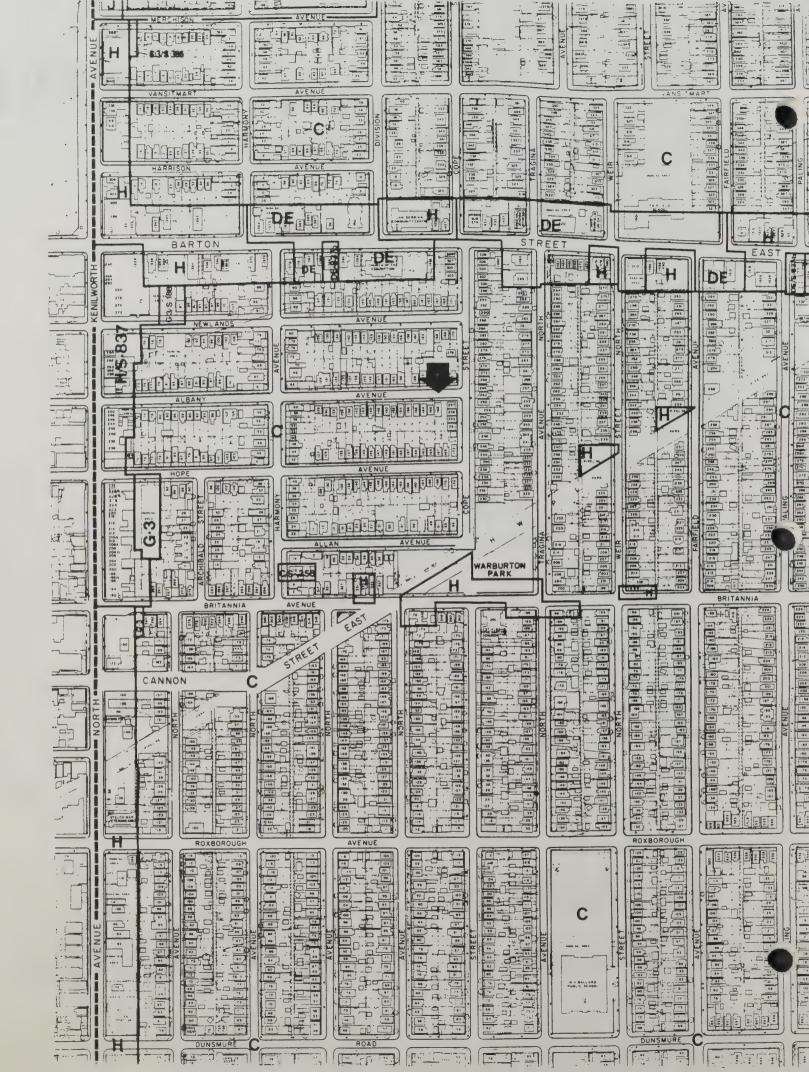
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

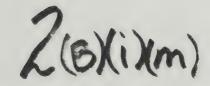
Staff has received a request from Mrs. Pam Prawdzik, 168 Albany Avenue, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of her residence since her child is disabled.

Albany has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

Staff has confirmed that Mrs. Prawdzik meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces. Therefore, staff concurs with the request.



- RECOMMENDATION -



DATE:

1997 November 04

File No. TEC-260-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Cameo Avenue between Upper Sherman Avenue and Carmen

Avenue - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Cameo Avenue between Upper Sherman Avenue and Carmen Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

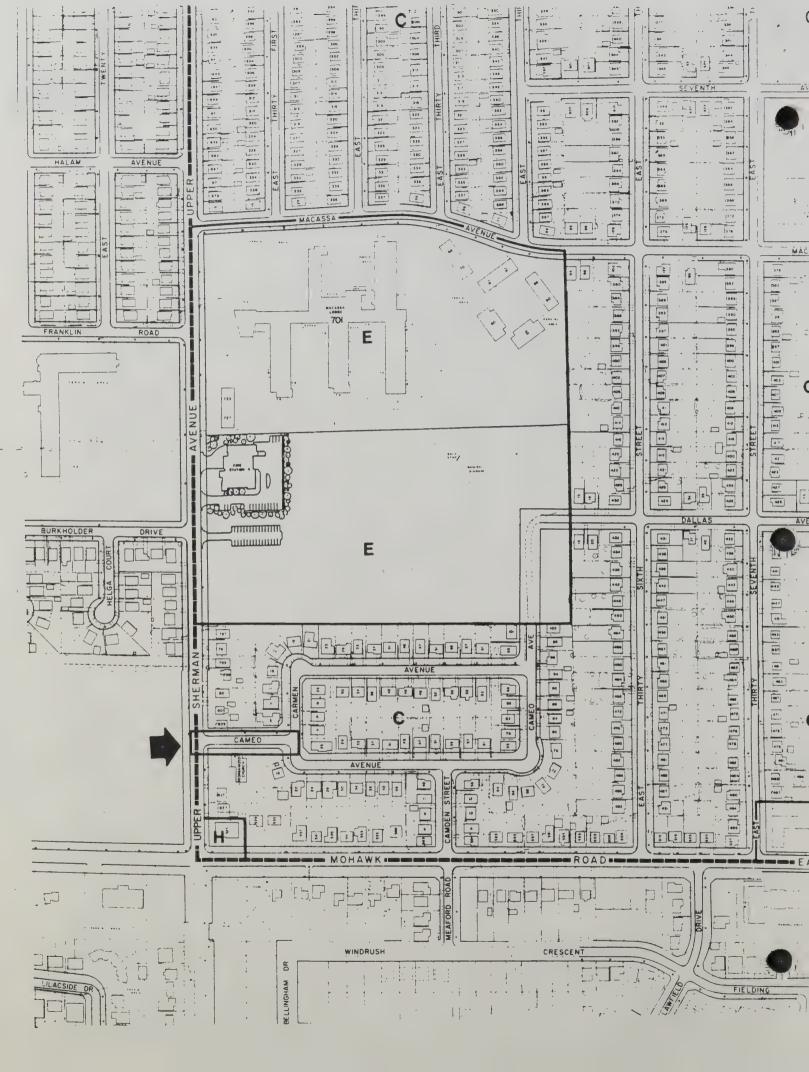
Alderman Tom Jackson has advised of a request from an area resident that a "No Parking" regulation be implemented on one side of Cameo between Upper Sherman and Carmen to facilitate two-way traffic flow.

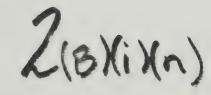
Cameo has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that parked vehicles on both sides of the street do obstruct two-way traffic flow to some degree. Staff generally supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal.

Staff has recently contacted representatives of the four properties abutting this block and has been advised that three support the implementation of the requested regulation and one has no opinion. Judy Hopkins, Administrator for the Reorganized Church, 817 Upper Sherman Avenue, has advised that she would prefer that the "No Parking" regulation be implemented on the north side of the street such that parishioners can continue to park on the south side, adjacent to the church property.

Therefore, since representatives of 75 percent of the abutting properties have advised that they support the requested regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 October 30

File No. TEC-222-97 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

South side of Brant Street, east of Niagara Street

-Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on south side of Brant Street, commencing at Niagara Street and extending to a point 165 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCI AL/STAFFING/LEGAL IMPLICATIONS:

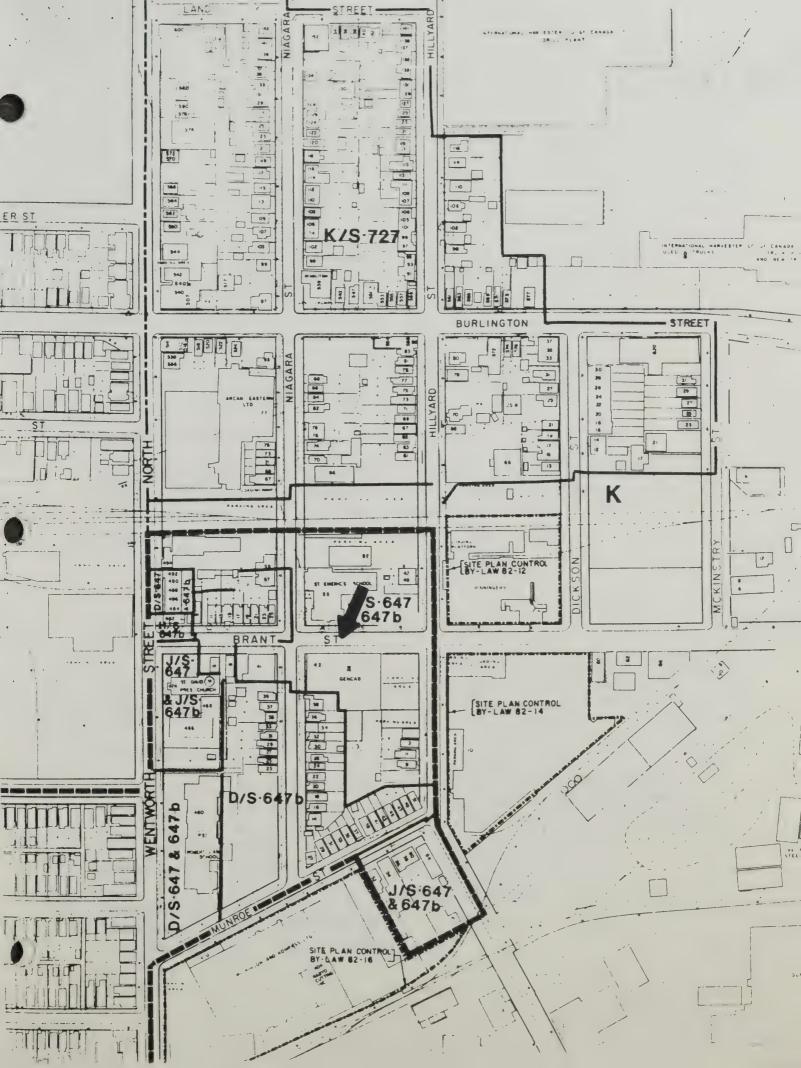
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the existing signs.

BACKGROUND:

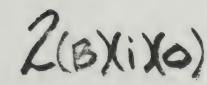
Staff has received a request from Mr. M. Tuik, of Ormond Industrial Tools Limited, 41 Niagara Street, to remove the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Brant, east of Niagara, in order to accommodate customer and staff parking for area businesses. Staff has contacted Mr. D. Dawson, of Power and Telephone Supply of Canada Limited, 42 Niagara Street, whose property abuts the subject regulation and Mr. Dawson has advised that he concurs with the request.

Brant has a 30 foot pavement width, and presently there is "No Parking" regulation on the north side, and a 50 foot "No Parking" regulation on the south side, immediately east of Niagara, as well as a part-time parking prohibition to facilitate street maintenance operations. There is unrestricted parking on the south side of the street for the remainder of the block. The subject regulation was implemented many years ago and records no longer indicate why or by whom it was requested. Since there are no residential properties in this block, staff concurs with the request.

CVB/MBH







- RECOMMENDATION -

DATE:

1997 September 26

File No. TEC-223-97 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Balmoral Avenue North, north of Cannon Street

East - Parking Regulations

RECOMMENDATION:

That the two existing one hour parking meters on the west side of Balmoral Avenue North, commencing 57 feet north of Cannon Street East and extending to a point 36 feet northerly therefrom, be replaced with a "No Parking" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject meters and manufacturing, erecting and maintaining the required signs. There will be a slight loss of revenue associated with the removal of the two parking meters.

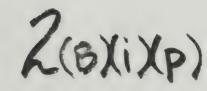
BACKGROUND:

Staff has received a request from Mr. Angelo Valeri, 1139 Cannon Street East, that the two existing parking meters on the west side of Balmoral, north of Cannon, be replaced with a "No Parking" regulation. The subject parking meters were installed earlier this year to provide customer parking for A&E Appliances, 1129 Cannon Street East. However, this business has since relocated and, therefore, staff concurs with the request.

The removal of the subject parking meters will result in a loss of two metered parking spaces, but will provide a loading/unloading zone for area residents as was the case prior to the meter installation.

CVB/MBH





- RECOMMENDATION -

DATE:

1997 October 16

File No. TEC-240-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Apartment Building at No. 23 Spring Street - Application

for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue one Time Limit Exemption Permit to Mr. Robert Ewin, 23 Spring Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$24. in revenue each year from the sale of the parking permit.

BACKGROUND:

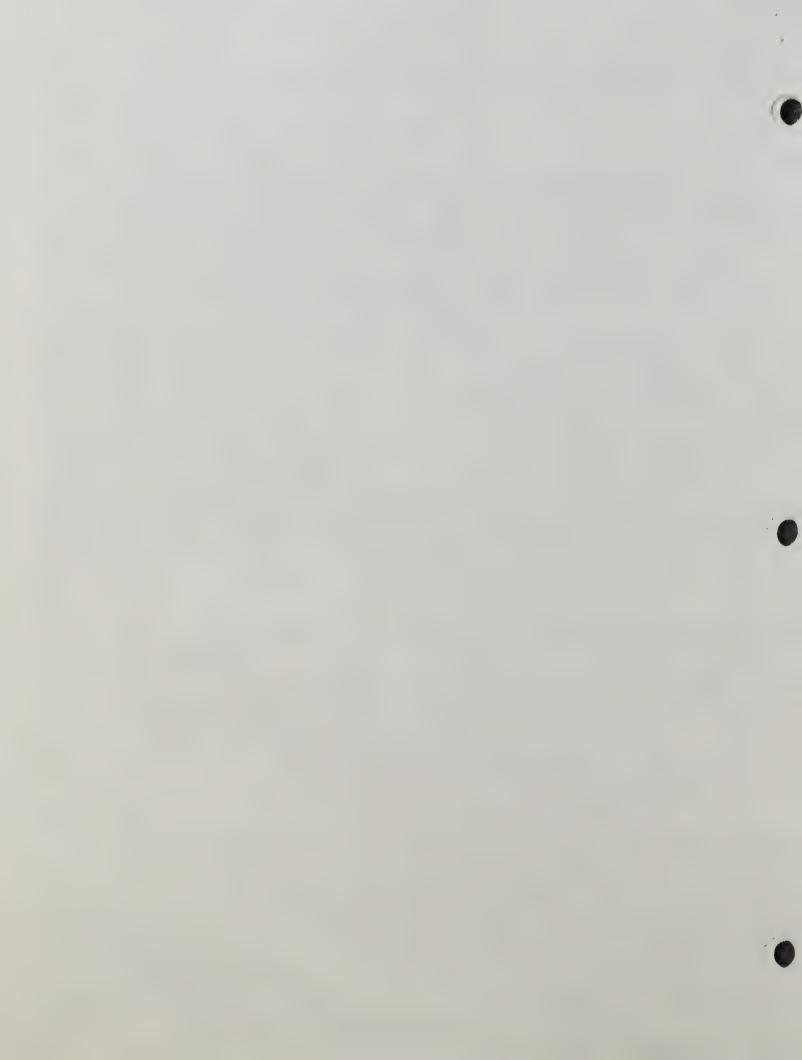
Staff has received a request from Mr. Robert Ewin, 23 Spring Street, that he be issued a Time Limit Exemption Permit to exempt his vehicle from the signed time limit regulations in his area since his vehicle will not fit in the underground parking garage of his apartment building.

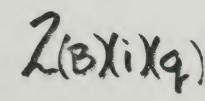
Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

The subject apartment building is located on the east side of Spring between Main and Jackson. Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of one Time Limit Exemption Permit to this resident should not create any parking difficulties for area residents.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking area and has authorized the staff to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 23 Spring Street, it would be appropriate to issue one Time Limit Exemption Permit to the applicant.







- RECOMMENDATION -

DATE:

1997 October 17

File No. TEC-242-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Devonport Street between Tom Street and York Boulevard -

Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., seven days a week" regulation on the west side of Devonport Street between Tom Street and York Boulevard and on the east side of Devonport Street between Tom Street and a point 171 feet south of York Boulevard be revised, such that the regulation is in effect until 5:00 p.m., Monday to Friday, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of revising the subject signs. However, the \$24. annual charge for each parking permit off-sets the costs to some degree.

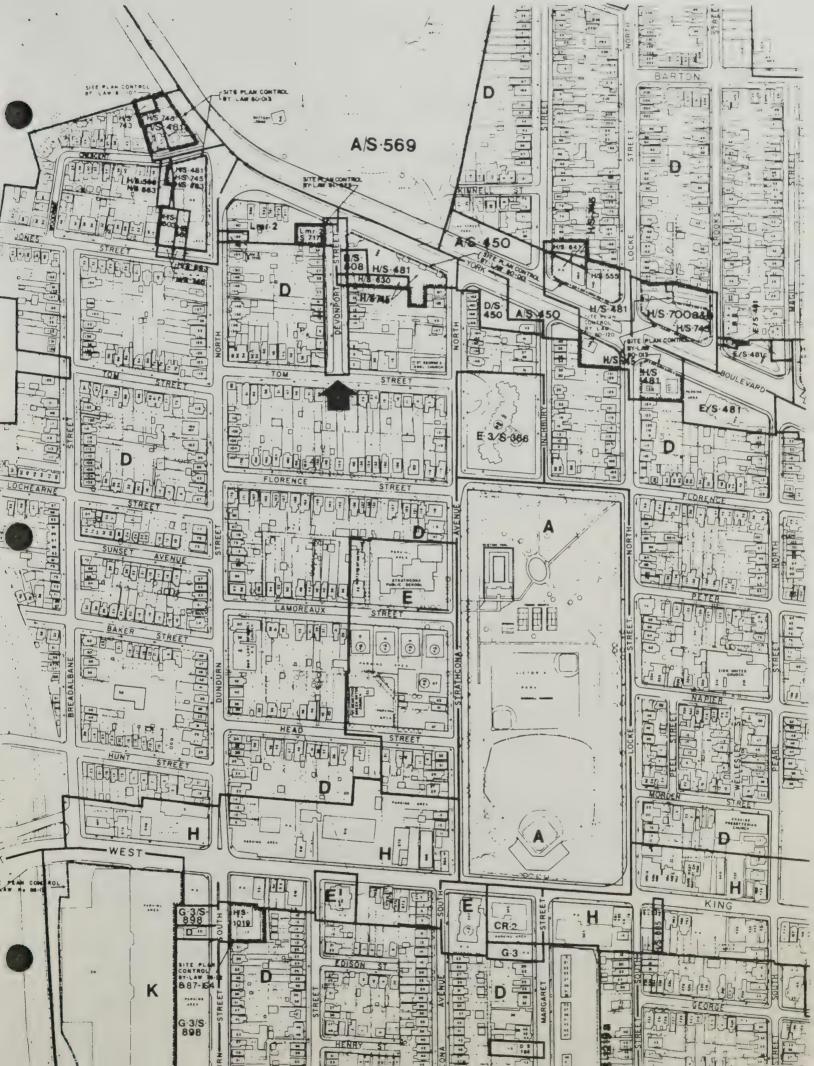
BACKGROUND:

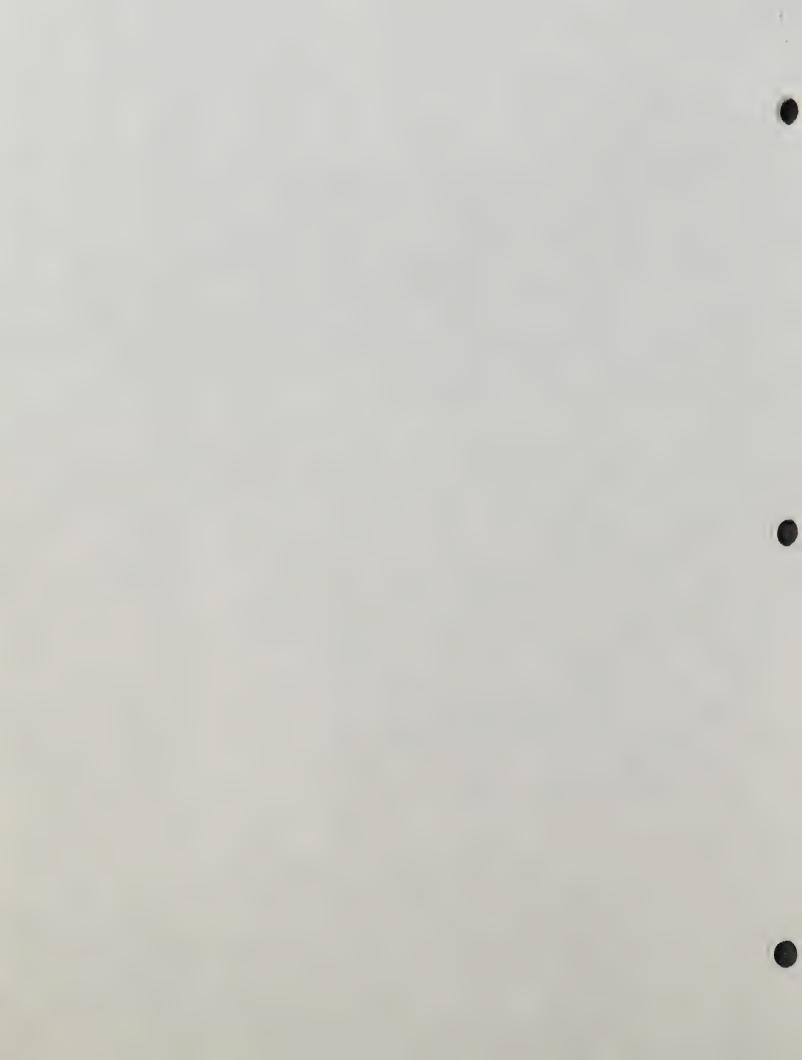
As a result of a petition signed by representatives of 14 of the 20 residential properties, the City Council at its meeting held 1997 June 24, approved the request that the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of Devonport between York and Tom be revised, such that the regulation is in effect until 9:00 p.m., seven days a week. The signs were revised shortly thereafter.

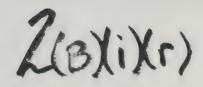
Staff has since received a petition signed by representatives of 14 of the 20 residential properties abutting Devonport between York and Tom requesting that the "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be reinstated in this block. Thirteen of the

residents that signed the second petition are in favour of reinstating the regulation and one had no opinion. Ten of the 14 petitioners had also signed the original petition requesting that the time limit be revised such that the regulation is in effect until 9:00 p.m., seven days a week.

Devonport has a 28-foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., seven days a week" regulation on both sides of the street in this block except for a 171 foot section of unrestricted parking on the east side adjacent to a commercial business. The resident who circulated the second petition advised that the residents were dissatisfied with extending the hours of the time limit regulation as it caused inconvenience to visitors to the dwellings on the street. Therefore, since 65 percent of the abutting residents are in favour of reinstating the original regulation, staff has no serious objections and concurs with the request.







- RECOMMENDATION -

DATE:

1997 October 20

File No. TEC-244-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 485 Dundurn Street South - Request for a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the east side of Dundurn Street (a) South commencing at a point 139 feet south of South Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Crawford, 485 Dundurn Street South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

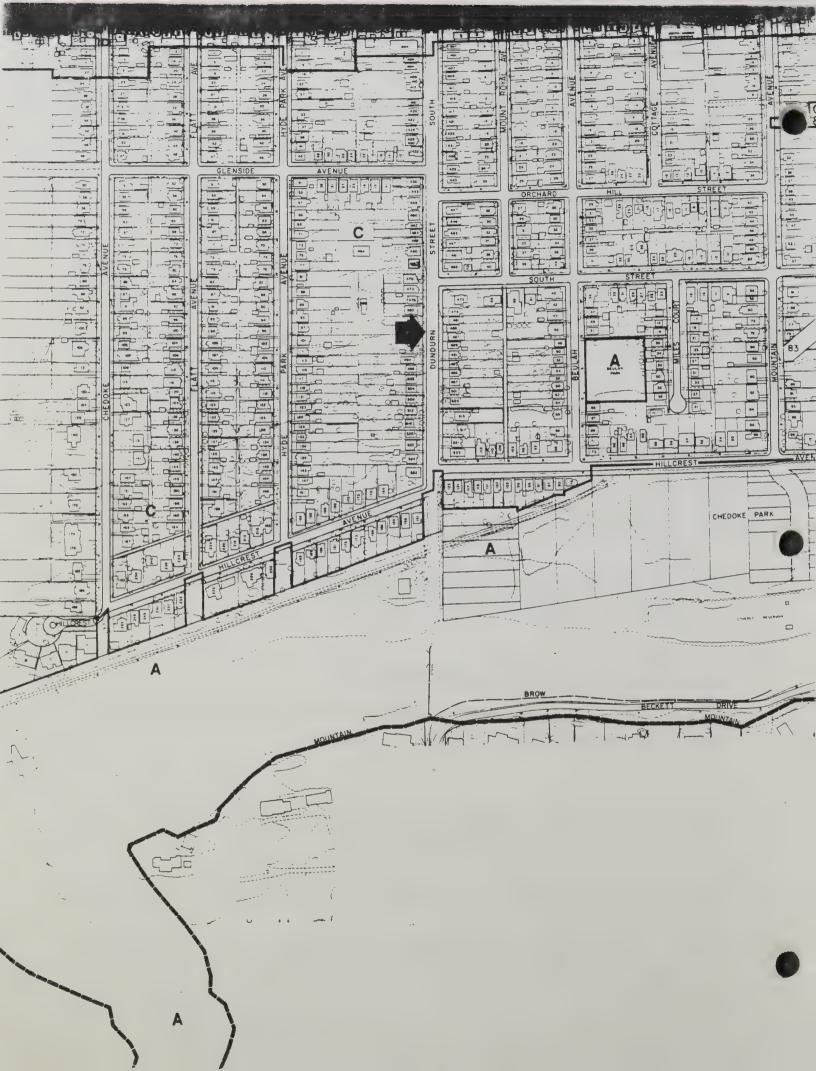
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

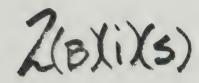
BACKGROUND:

Alderman Mary Kiss has advised staff of a request from Mrs. Crawford, 485 Dundurn Street South, that a reserved "Permit Parking" space be implemented on the east side of Dundurn in front of her home since her husband is disabled.

Dundurn has a 41-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

Staff has confirmed that Mr. Crawford meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.





- RECOMMENDATION -

DATE:

1997 October 20

File No. TEC-245-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 442 Catharine Street North - Request for a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 49 feet south of Picton Street East and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Robert Scgato, 442 Catharine Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

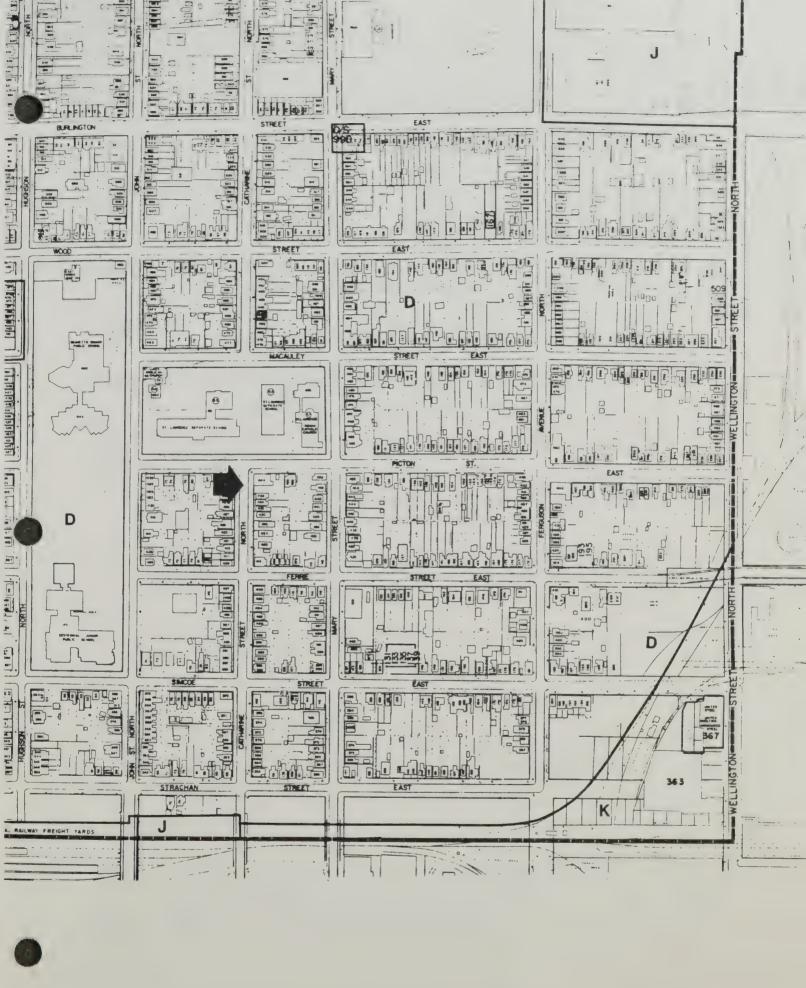
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

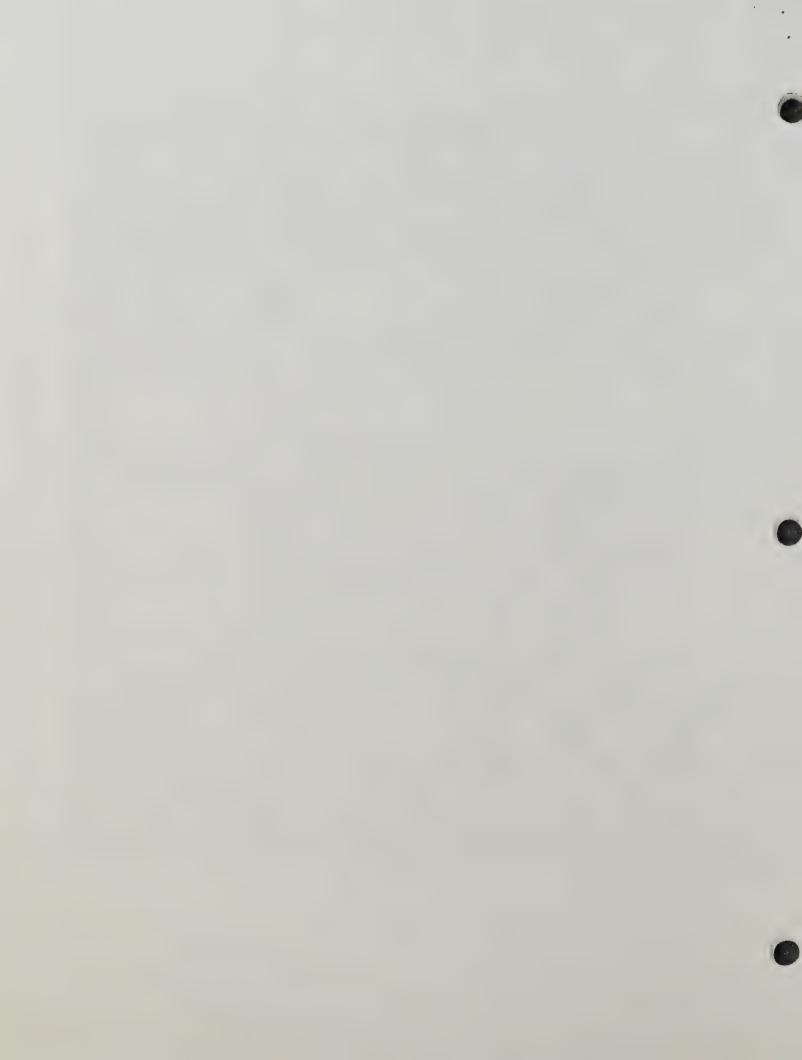
BACKGROUND:

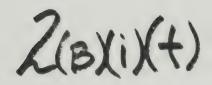
Staff has received a request from Mr. Robert Scgato, 442 Catharine Street North, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of his residence since he is disabled.

Catharine has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

Staff has confirmed that Mr. Scgato meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces. An investigation has revealed that there is an off-street parking space at the side of the property, off Picton. However, Mr. Scgato has advised that the off-street space is not within suitable walking distance to the front door of his residence. Therefore, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 October 20

File No. TEC-248-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 110 Ray Street North - Request to Relocate a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That the existing by-law entry allowing for a "Permit Parking" regulation on the west side of Ray Street North commencing at a point 24 feet south of Florence Street and extending to a point 18 feet southerly therefrom be rescinded; and

(b) That a "Permit Parking" regulation be implemented on the south side of Florence Street commencing at a point 62 feet west of Ray Street North and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Helen Qubaia, 110 Ray Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of relocating the subject signs.

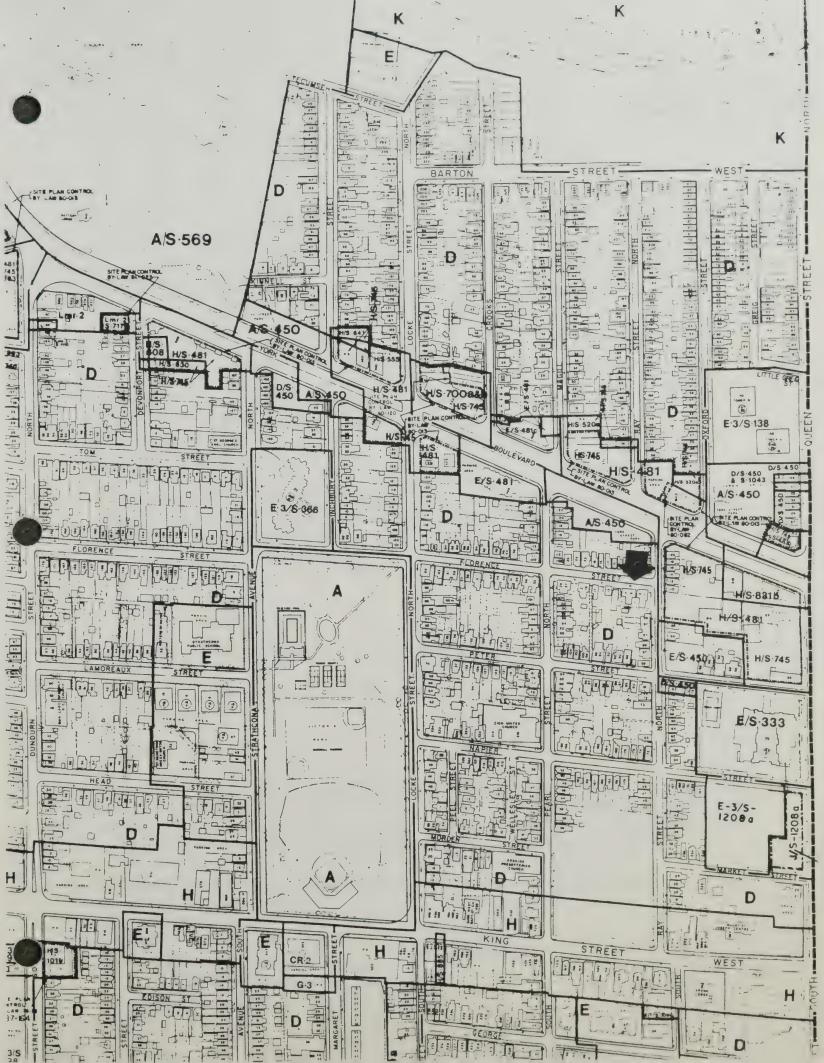
BACKGROUND:

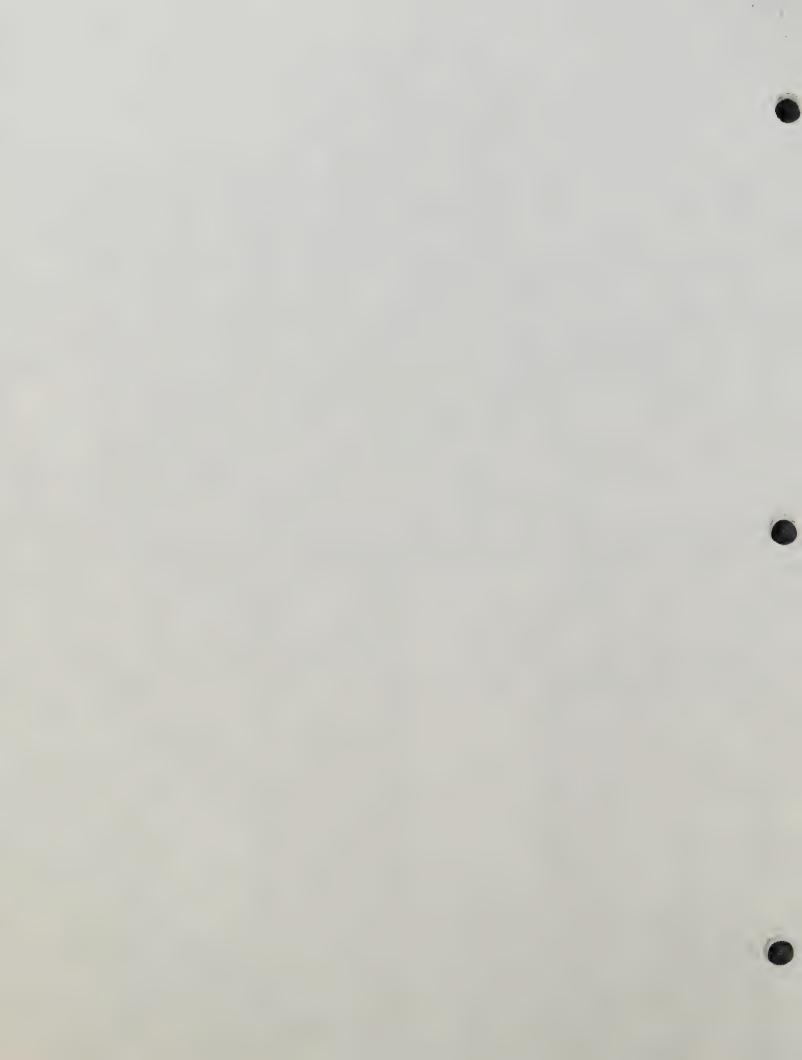
The City Council at its meeting held 1996 June 25, approved a request from Helen Qubaia, 110 Ray Street North, that a reserved "Permit Parking" space be designated on the west side of Ray across from her home since she is disabled. However, the resident whose property abuts this area, Mr. Mevljut Medobski, 1 Florence Street, rescinded his support for the implementation of a reserved "Permit Parking" space adjacent to his home on Ray for use by Mrs. Qubaia.

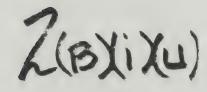
Staff has since been contacted by Mr. Shawn Barthorpe, No. 5 Florence Street, and has been advised that he supports the implementation of a reserved "Permit Parking" space in front of his residence on Florence for use by Mrs. Qubaia.

Florence has a 23-foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area.

Staff has confirmed that Mrs. Qubaia meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.







- RECOMMENDATION -

DATE:

1997 October 21

File No. TEC-249-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 346 John Street North - Request to Remove a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of John Street North commencing at a point 58 feet north of Strachan Street East and extending to a point 25 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

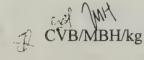
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from a nearby resident that the existing "Permit Parking" regulation on the east side of John in front of No. 346 John Street North be removed since the resident requiring the space has moved into a nursing home. Staff has confirmed that the resident no longer resides at this address. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.





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CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 October 31

File No. TEC-258-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Kings Forest Drive, north of Nova Drive - Parking

Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on the east side of Kings Forest Drive commencing at Nova Drive and extending to a point 92 feet northerly therefrom and on the west side of Kings Forest Drive commencing 68 feet north of Nova Drive and extending to a point 20 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

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FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

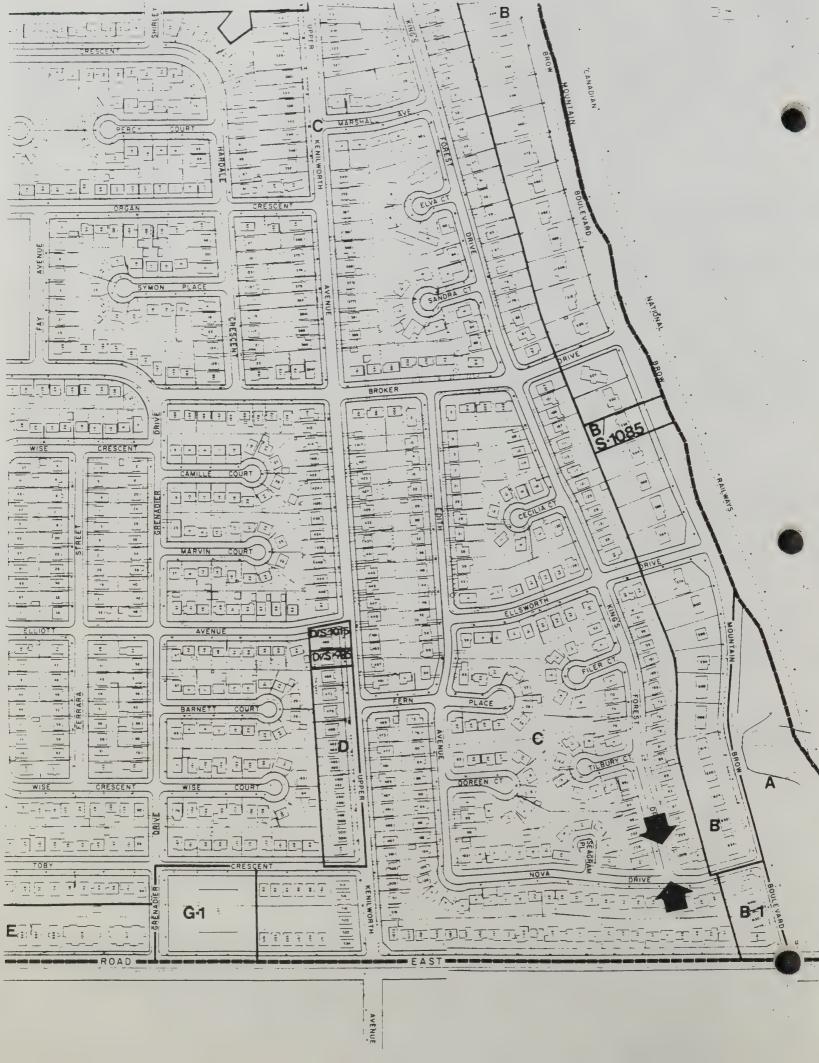
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

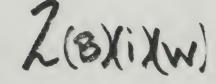
Alderman Bob Charters has advised of a request from Mr. Dove, 209 Kings Forest Drive, that the existing "Alternate Side Parking" regulation on Kings Forest, north of Nova, be removed.

Kings Forest has a 30-foot pavement width, and presently, there is a 68-foot "No Parking" corner clearance on the west side in conjunction with a short section of "Alternate Side Parking" regulation on both sides of the street, north of Nova. The remainder of the block has unrestricted parking on both sides of the street. Staff has contacted Mrs. Shea, No. 45 Nova Drive, the other resident whose property abuts the subject regulation and has been advised that she supports the removal of the "Alternate Side Parking" regulation in this area.

Staff supports the removal of parking from one side of narrow streets such as this to facilitate driveway movements and two-way traffic flow. However, since both abutting residents support the removal, and since there is unrestricted parking on both sides of the street for the remainder of the block, staff does not have any serious objections to this request.







DATE:

1997 November 03

File No. TEC-265-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

West side of West 27th Street, north of Bendamere Avenue

- Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of West 27th Street commencing at Bendamere Avenue and extending to a point 121 feet northerly therefrom, be extended 56 feet northerly, and that the City Traffic By law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

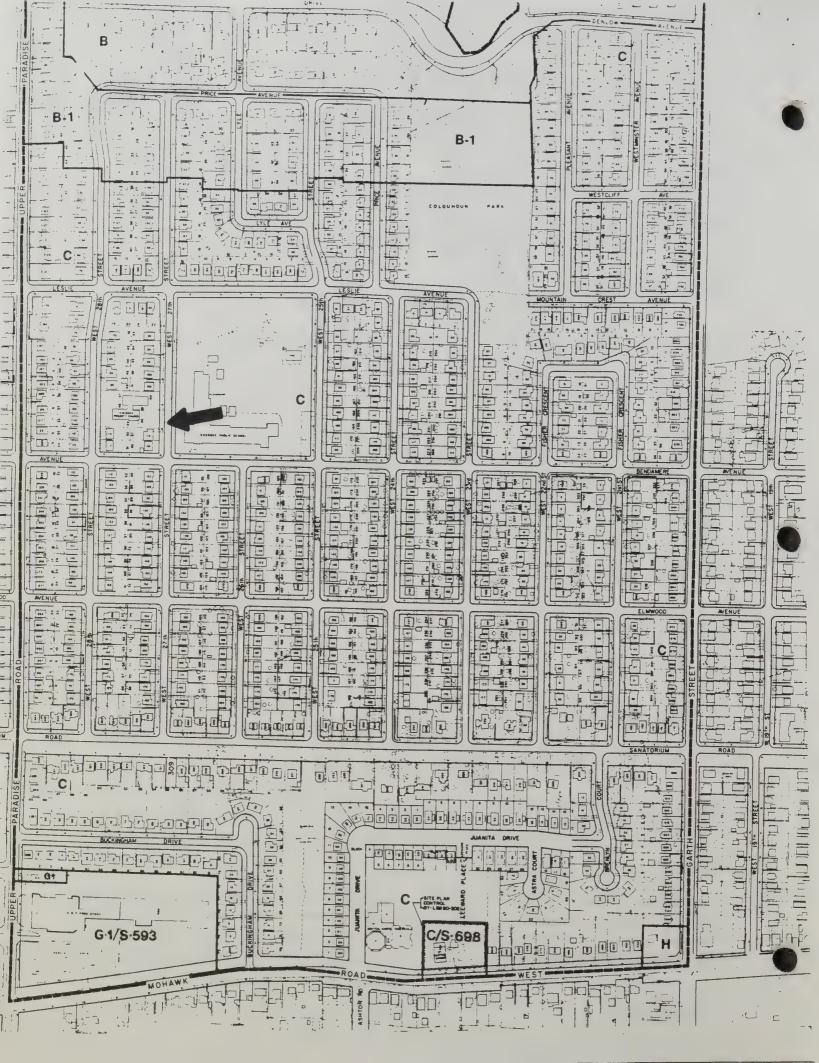
BACKGROUND:

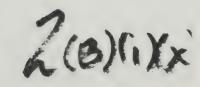
Alderman Frank D'Amico has advised of a request from Mr. E. Bartus, 116 West 27th Street, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of the street, in front of his home, be extended further north to prevent long-term non-resident parking next to his driveway.

West 27th Street has a 29 foot pavement width, and presently, parking is prohibited on the east side of the street during the day and there is a short section of a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of the street, north of Bendamere.

Staff recently contacted Catherine Mechelse, Administrator of the Theological College of the Canadian Reformed Churches, 110 West 27th Street, whose property abuts the area of the proposed regulation, and she has advised that they support the requested regulation. Therefore, staff concurs with the request.

Ç√\ \\ CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 November 03

File No. TEC-266-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Acadia Drive/Annapolis Way and Acadia

Drive - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the north side of Acadia Drive/Annapolis Way commencing 39 feet west of Acadia Drive (east leg) and extending to a point 91 feet easterly therefrom be extended 20 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

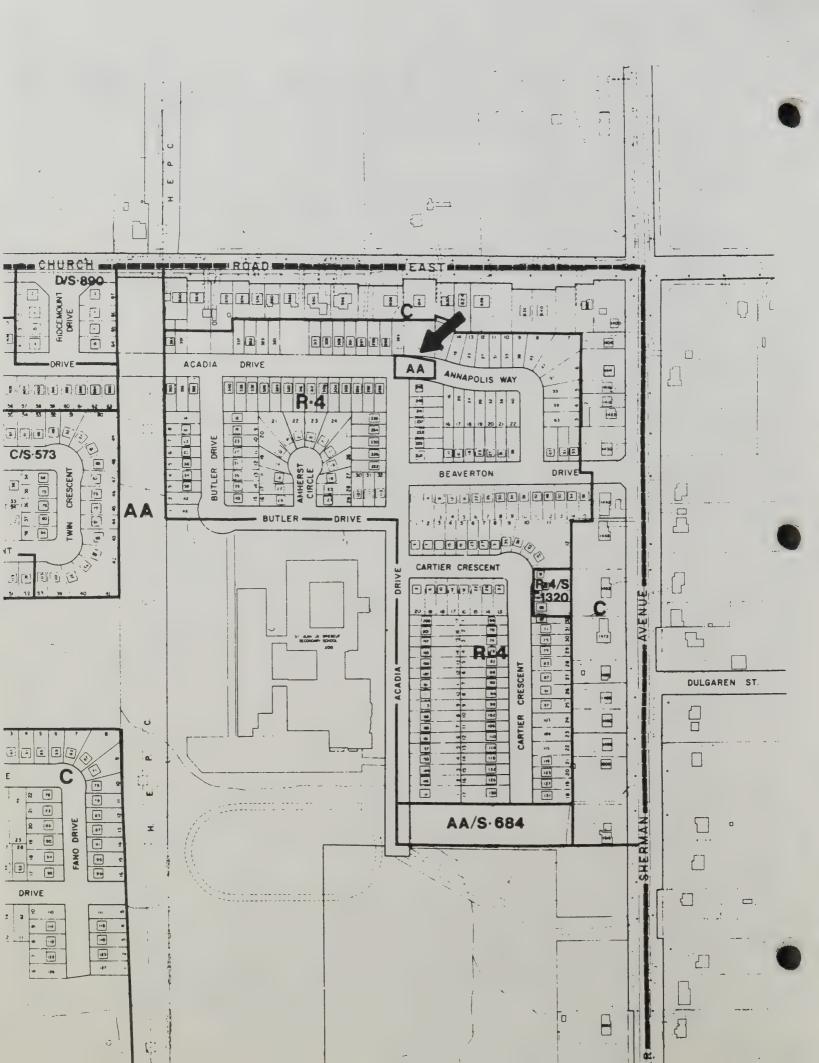
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

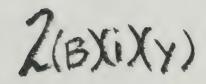
BACKGROUND:

City Council recently approved a request for three-way stop control at the intersection of Acadia/Annapolis and Acadia. Upon installing the necessary stop signs, staff identified a potential safety hazard, in that parked vehicles on the north side of the street obstruct visibility of the westbound stop sign. To rectify this situation, staff is recommending that the existing 91 foot "No Stopping" regulation on the north side of Acadia/Annapolis, through the intersection, be extended an additional 20 feet to the east. As a temporary safety measure, this sign was erected "By Order Chief of Police".

The implementation of the requested regulation resulted in a loss of only one legal parking space directly in front of a vacant property. However, since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 November 03

File No. TEC-267-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

90 Gibson Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue, commencing 141 feet north of Cannon Street East and extending to a point 21 feet northerly therefrom, and on the west side of the street commencing 156 feet north of Cannon Street East and extending to a point 23 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. George Davis, 90 Gibson Avenue.

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FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

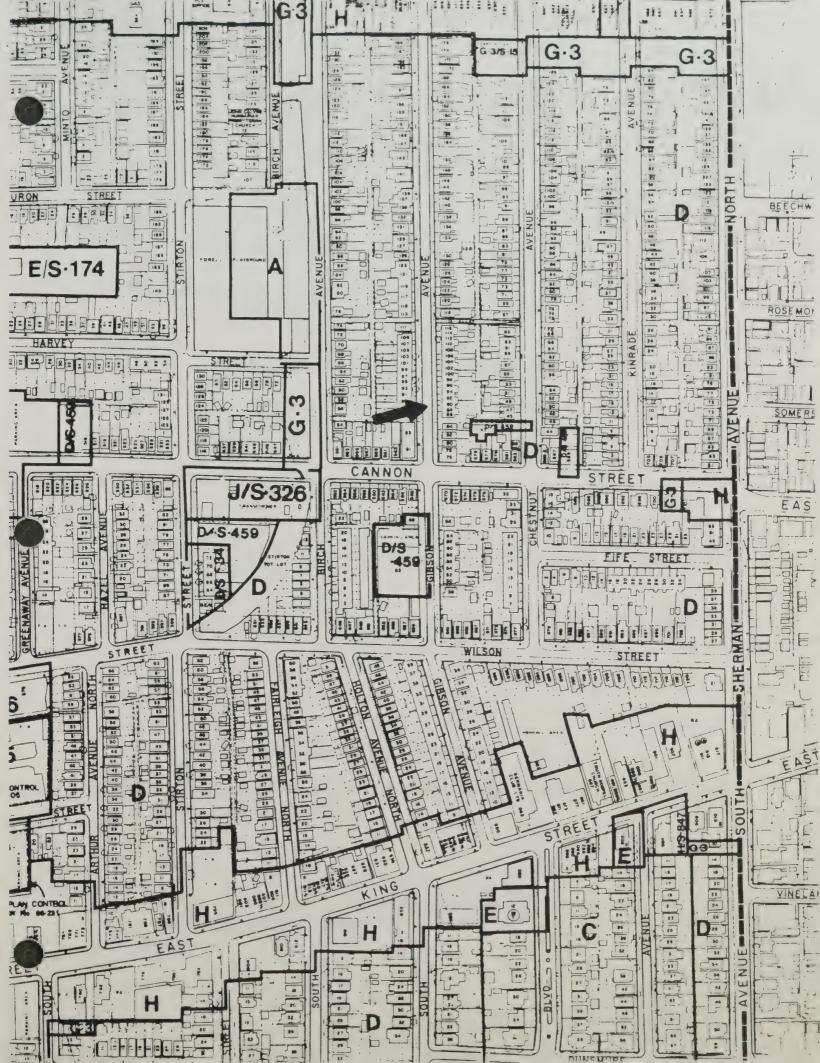
BACKGROUND:

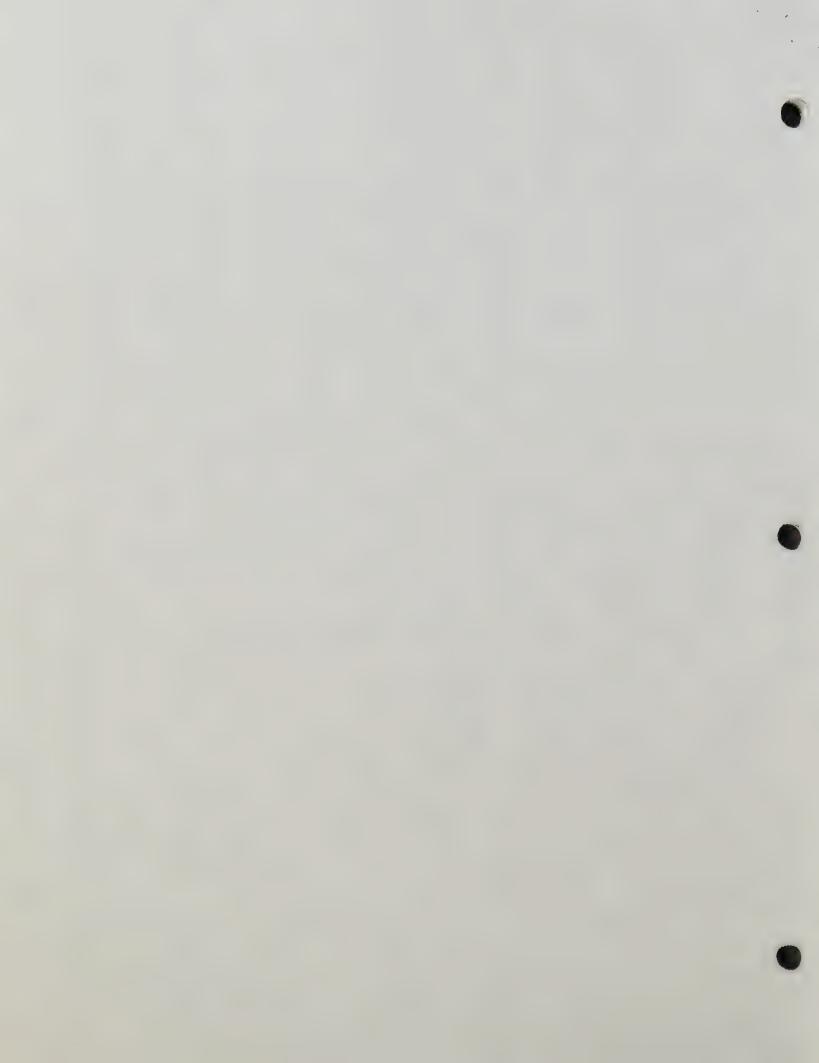
Alderman Bernie Morelli has advised of a request from Mr. George Davis, 90 Gibson Avenue, that a reserved "Permit Parking" space be designated on the east and west sides of the street directly in front of and across from his residence since he is disabled.

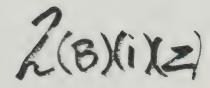
Gibson has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to reserve a parking space on both sides of the street such that the applicant has a reserved space on a year-round basis. Staff has been advised by Diane Fedhentoph, 89 Gibson Avenue, that she supports the installation of the subject regulation in front of her home for use by Mr. Davis.

Staff has confirmed that Mr. Davis meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces. An investigation has revealed that there is no available off-street parking for Mr. Davis, and therefore, staff concurs with the request.

CVB/MBH/klk







- RECOMMENDATION -

DATE:

1997 November 6

File No. TEC-278-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 50 Somerset Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 139 feet west of Barnesdale Avenue North and extending to a point 24 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Gail Quinn, 50 Somerset Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

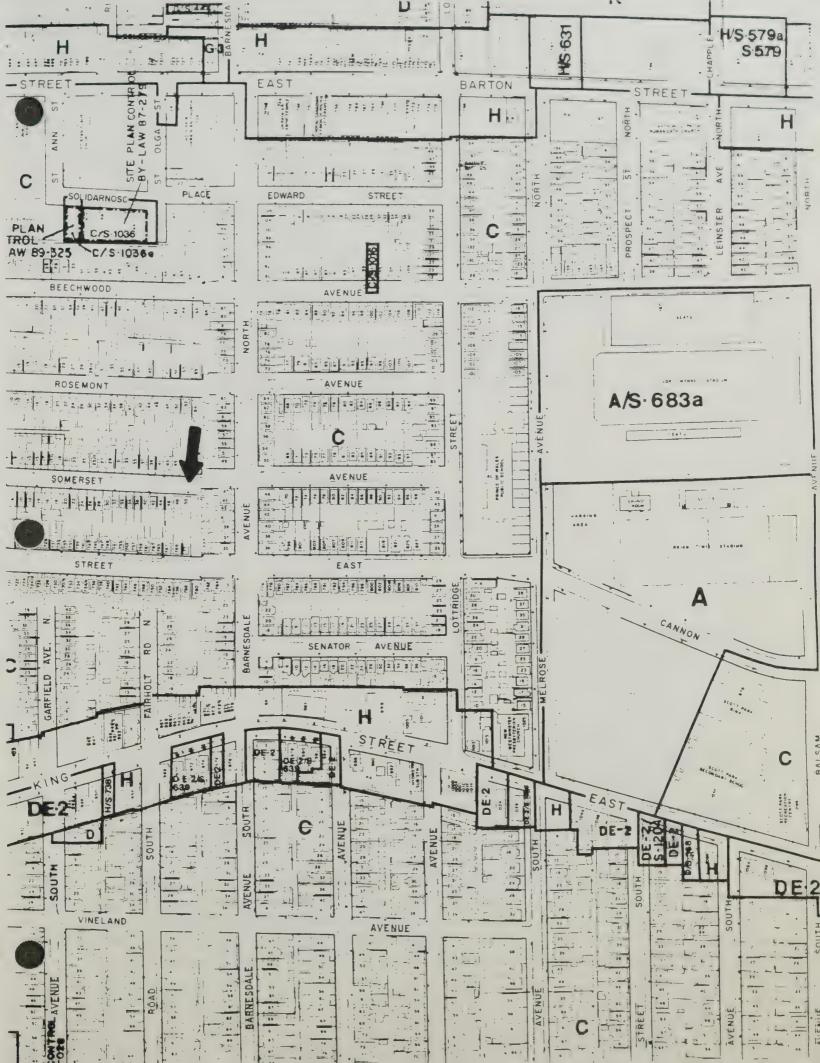
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

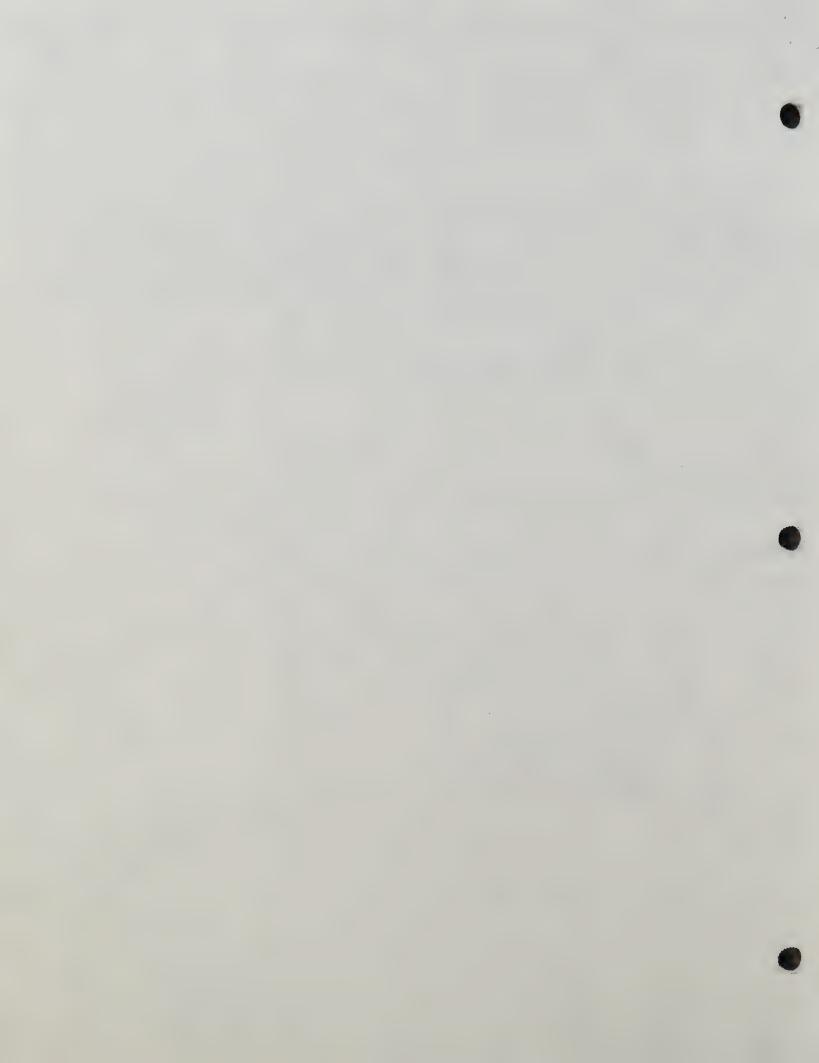
BACKGROUND:

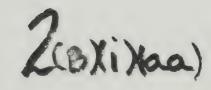
Staff has received a request from Ms. Gail Quinn, 50 Somerset Avenue, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of her home since she is disabled.

Somerset has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Ms. Quinn has advised that she requires a space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the south side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Ms. Quinn meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and therefore, concurs with the request.







- RECOMMENDATION -

DATE:

1997 November 5

File No. TEC-272-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Angela Avenue between West 32nd Street and West 35th

Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Angela Avenue between West 32nd Street and West 35th Street, and that the City Traffic By-law 89-72 be amended accordingly.

PINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit will off-set the cost to some degree.

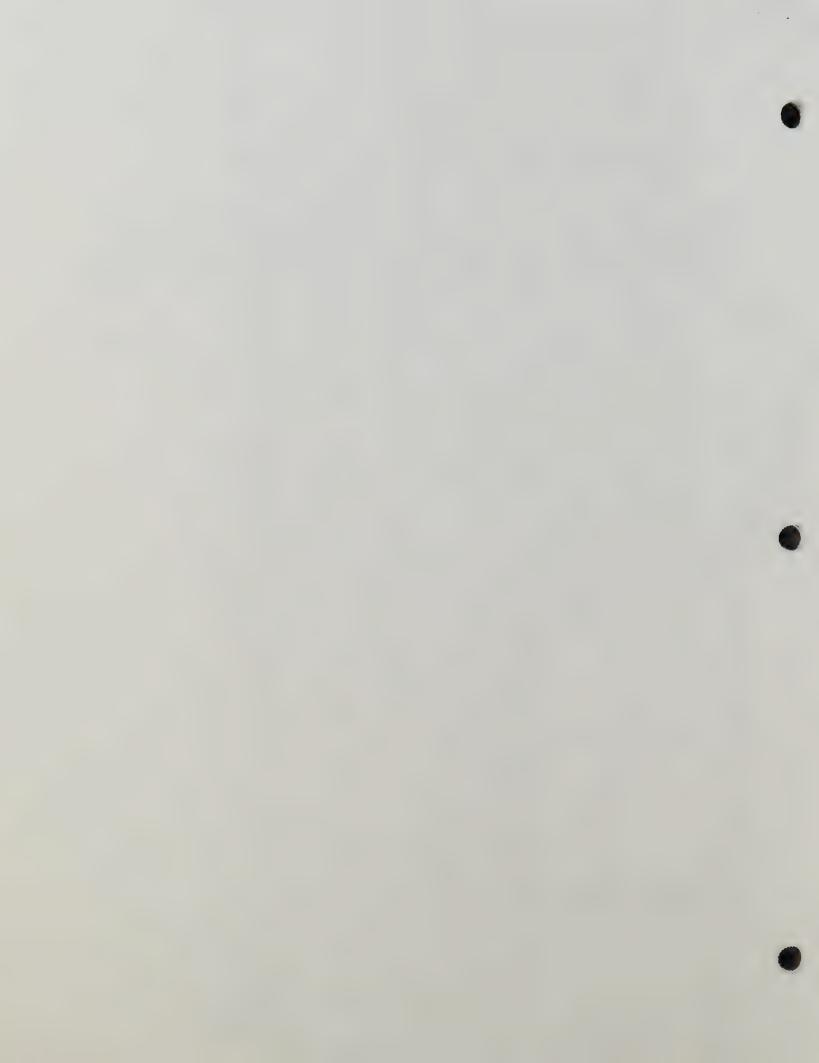
BACKGROUND:

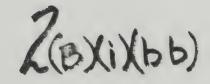
Staff has received a petition signed by representatives of nine of the twelve residential properties abutting Angela between West 32nd and West 35th requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in these three blocks. Seven of the residents that signed the petition are in favour of the requested regulation and two are opposed. Staff has contacted an additional two residents who have advised that they are in favour of the requested regulation.

Angela has a 28-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in the two blocks between West 33rd and West 35th. There is unrestricted parking on both sides of the street in the block between West 32nd and West 33rd. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 November 6

File No. TEC-277-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 1064 Cannon Street East - Request for a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the east side of Belview Avenue (a) commencing at a point 27 feet south of Cannon Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

That the Commissioner of Public Works and Traffic be authorized to issue one parking (b) permit to Mr. Claudio Klanjscek, 1064 Cannon Street East.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

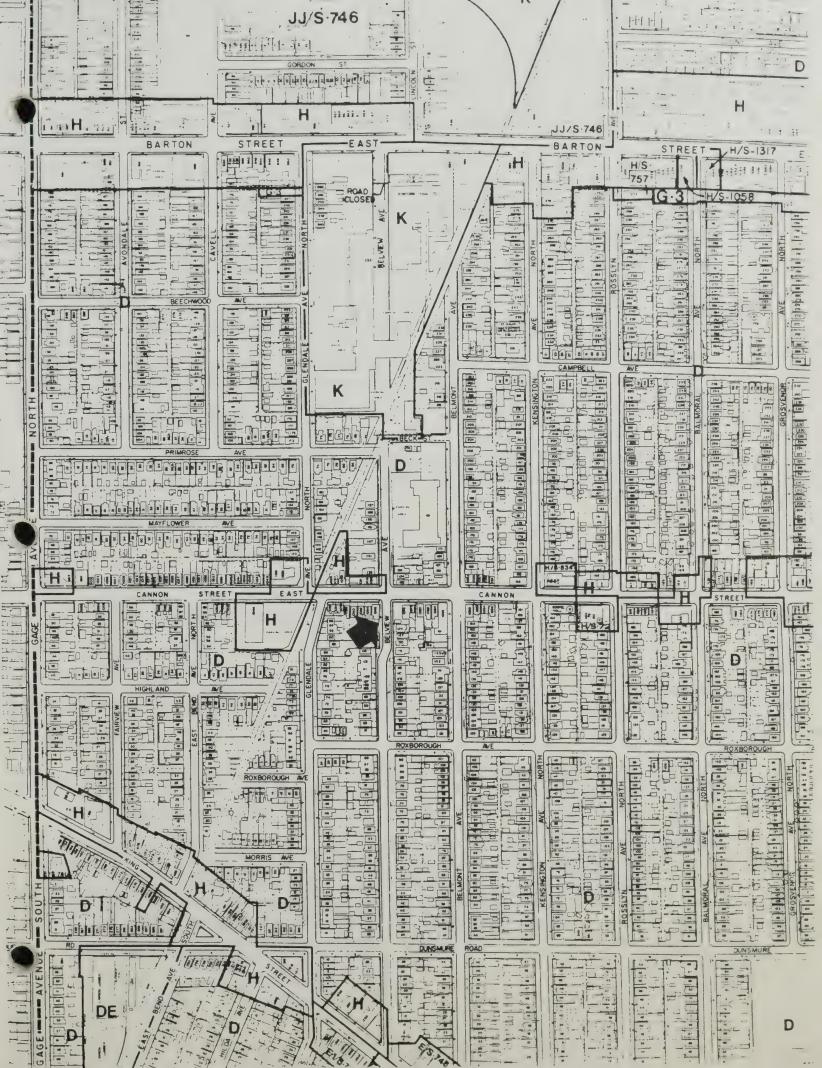
Staff has received a request from Mr. Claudio Klanjscek, 1064 Cannon Street East, that a reserved "Permit Parking" regulation be implemented on Belview since he is disabled and since parking is not permitted directly in front of his residence on Cannon.

Mr. Klanjscek has requested that a reserved "Permit Parking" space be designated on the west side of Belview, north of Cannon adjacent to 135 Belview Avenue. However, through the Ward Alderman, staff has received objections from other residents abutting this block. Therefore, staff has contacted Mr. & Mrs. Herbert, owners of 1076 Cannon Street East, and has been advised that they support the implementation of a reserved "Permit Parking" space on Belview adjacent to their residence for use by Mr. Klanjscek.

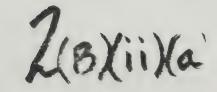
Belview has a 26-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. However, Mr. Klanjscek has advised that he requires a space on the east side of the street only so as not to inconvenience other area residents.

Staff has confirmed that Mr. Klanjscek meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 November 27

File No. TEC-301-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Westerly intersection of Gainsborough Road and Old

Orchard Road - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the westerly intersection of Gainsborough Road and Old Orchard Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Chad Collins has advised of a request from Mr. John Wismer, 17 Old Orchard Road, that three-way stop control be implemented at the westerly intersection of Gainsborough and Old Orchard.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Old Orchard is required to stop for northbound and southbound traffic on Gainsborough. Records indicate that there have been no reported collisions at this intersection in the past seven years.

Although this intersection does not meet the criteria respecting the use of all-way stop control, there is a hedge on the southeast corner and an evergreen tree on the northeast corner such that visibility for westbound traffic on Old Orchard attempting to enter Gainsborough is obstructed to some degree. The Forestry Division has advised that trimming the subject hedge would be detrimental to the health of the hedge. Therefore, staff concurs with the request for all-way stop control. Alderman Chad Collins has advised that he concurs with this recommendation.







- RECOMMENDATION -

DATE:

1997 November 17

File No. TEC-282-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Milkyway Drive and Solomon Crescent

- Intersection Control

RECOMMENDATION:

That northbound traffic on Milkyway Drive be required to stop for eastbound and westbound traffic on Solomon Crescent, and that the City Traffic By-law 89-72 be amended accordingly.

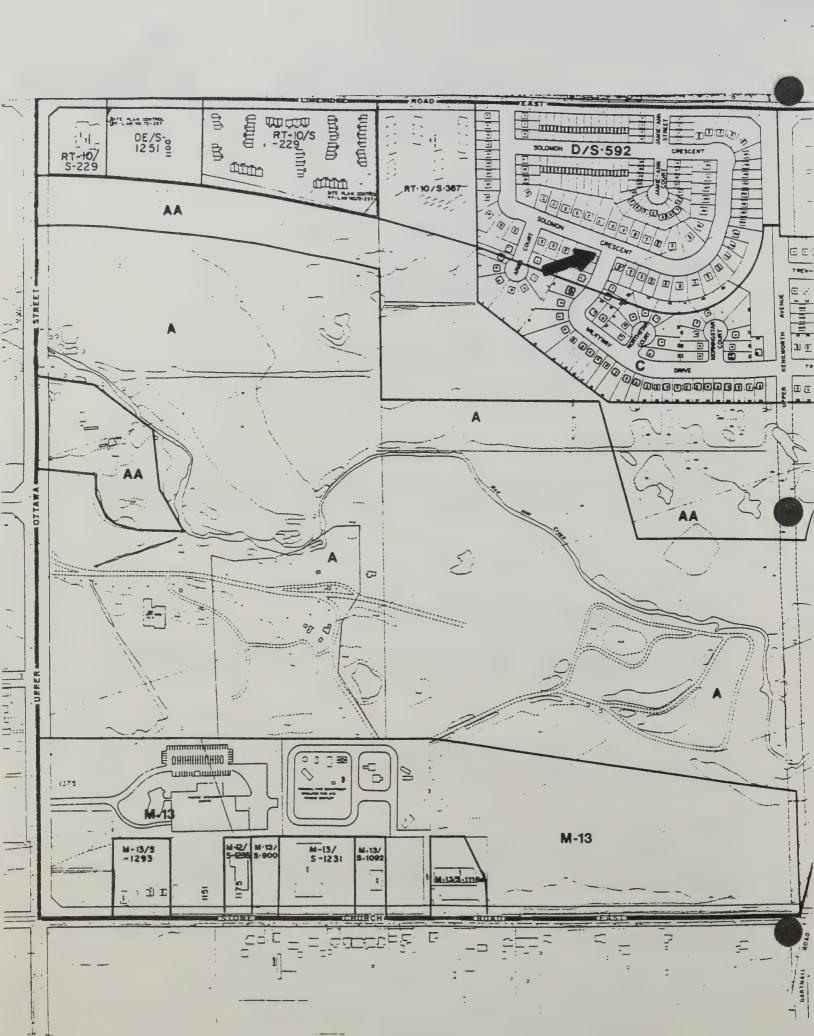
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

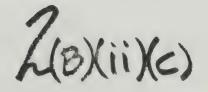
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mrs. Mastrangelo, 113 Solomon Crescent, that stop control be implemented at the intersection of Milkyway and Solomon. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Milkyway be required to stop for eastbound and westbound traffic on Solomon.





- RECOMMENDATION -

DATE:

1997 November 17

File No. TEC-283-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Replacing Yield Signs with Stop Signs in the Glenview East

Neighbourhood

RECOMMENDATION:

(a) That the existing southbound yield signs at the intersections of Adair Avenue South and Lucerne Avenue and Taylor Avenue and Lucerne Avenue be replaced with stop signs; and,

(b) That the existing northbound yield signs at the intersections of Taylor Avenue and Central Avenue and Reid Avenue South and Central Avenue be replaced with stop signs; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

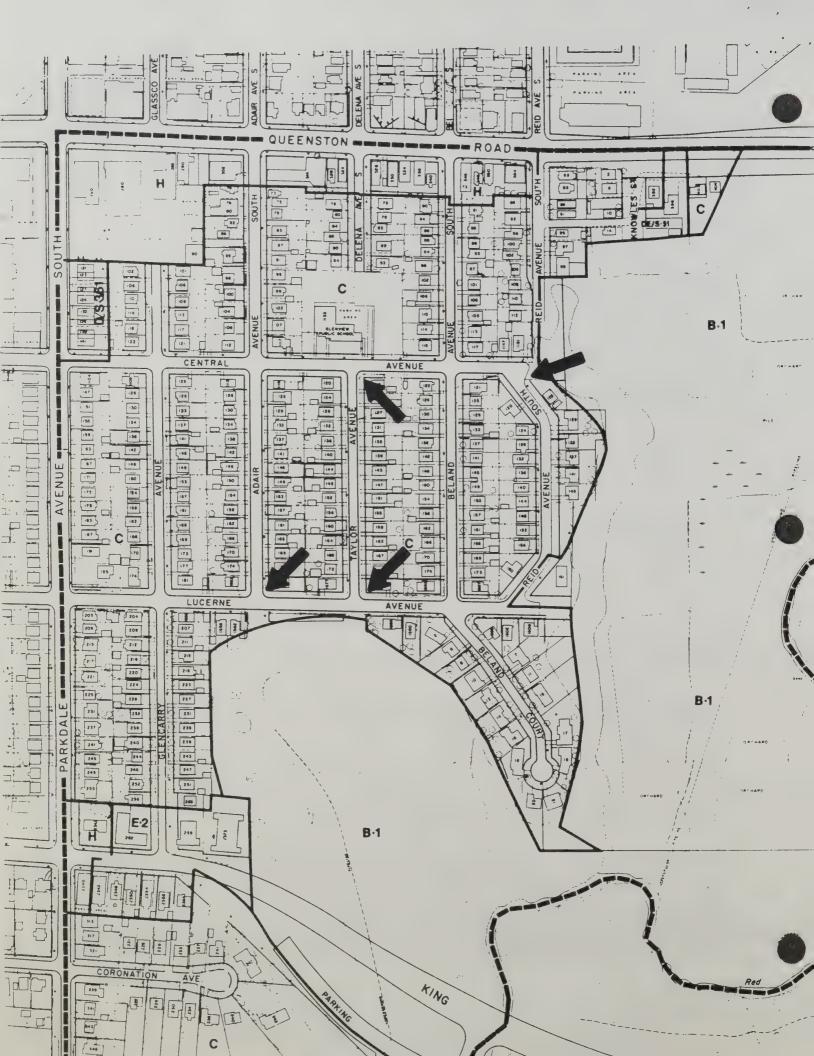
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

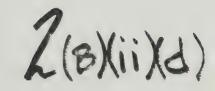
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of requests to replace yield signs with stop signs at four intersections in the Glenview East Neighbourhood.

All four intersections are "T" type intersections presently controlled with yield signs. While there is not a collision problem at any of these intersections, staff embarked on a program in the early 1980's to replace yield signs with stop signs, since this was found to reduce collisions in other neighbourhoods by approximately 50 percent. Therefore, staff concurs with the requests and recommends that the existing yield signs at the intersections of Adair and Lucerne, Taylor and Lucerne, Taylor and Central, and Reid and Central be replaced with stop signs.





- RECOMMENDATION -

DATE:

1997 November 19

File No. TEC-284-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersections of Kirkfield Road and Springside Drive and

Piano Drive and Jacqueline Boulevard - Intersection Control

RECOMMENDATION:

(a) That westbound traffic on Kirkfield Road be required to stop for northbound and southbound traffic on Springside Drive; and,

(b) That northbound traffic on Piano Drive be required to stop for eastbound and westbound traffic on Jacqueline Boulevard; and,

(c) That the City Traffic by-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

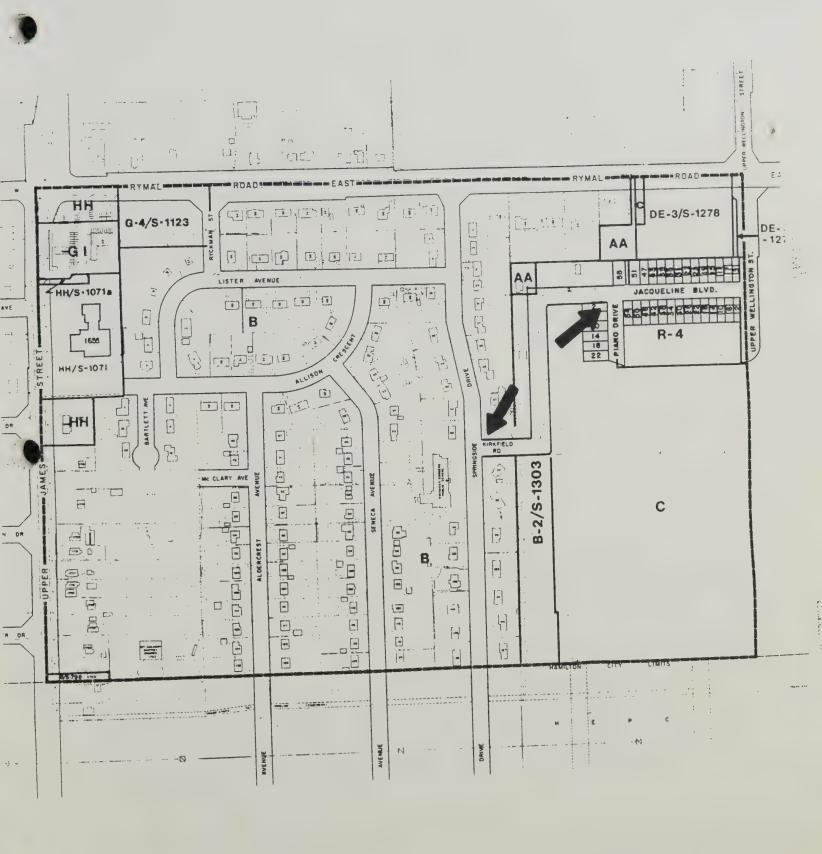
BACKGROUND:

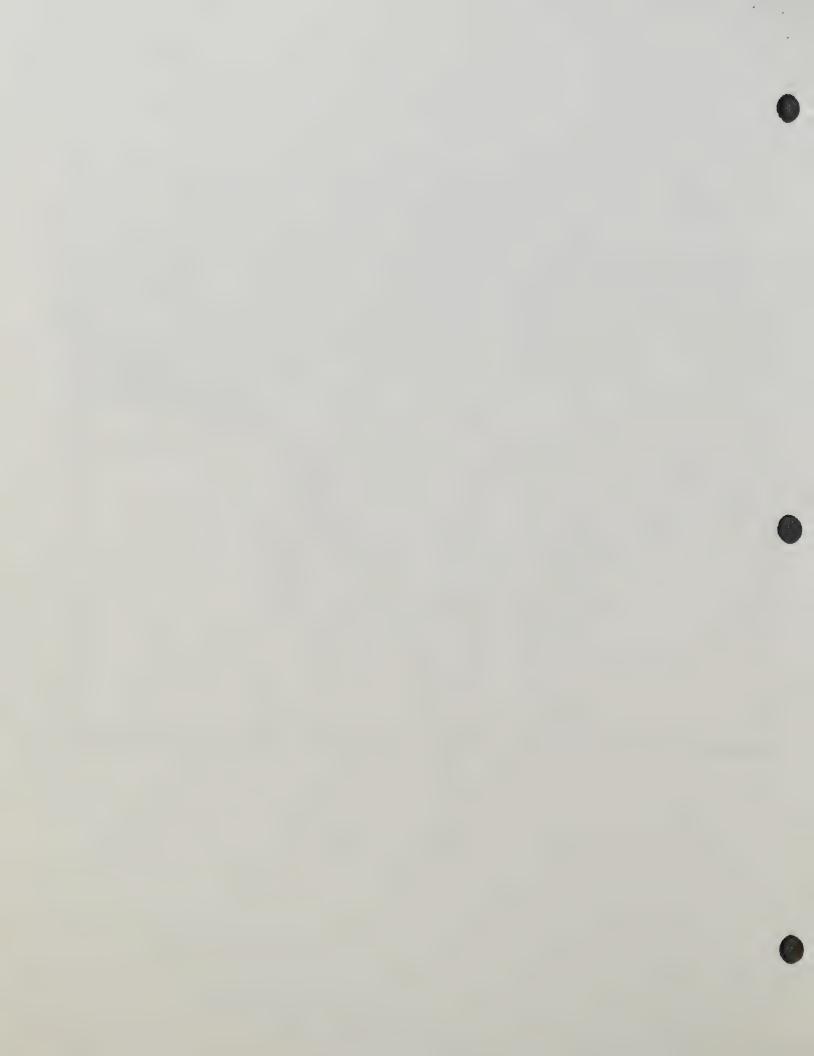
Staff has received a request from Sandra Singh, 50 Jacqueline Boulevard, that three-way stop control be implemented at the intersection of Piano and Jacqueline.

The subject intersection is a recently constructed "T" type intersection, and presently, there are no intersection control signs. Records indicate that there has been no reported collisions at this intersection since it was constructed.

Staff has concluded that all-way stop control is not warranted at this intersection. However, staff supports stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Piano be required to stop for eastbound and westbound traffic on Jacqueline.

Also, during the field investigation, staff identified another "T" type intersection which should be controlled with a stop on the stem of the "T" and recommends that westbound traffic on Kirkfield be required to stop for northbound and southbound traffic on Springside.





Z(BXii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 24

File No. TEC-292-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of West 16th Street and Sanatorium Road -

Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of West 16th Street and Sanatorium Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Frank D'Amico has advised of a request from area residents that four-way stop control be implemented at the intersection of West 16th and Sanatorium. Staff has also received a petition signed by 27 residents representing 23 area homes requesting that four-way stop control be implemented at the intersection of West 16th and Sanatorium. The resident who circulated the petition expressed concern that some motorists seem confused with the operation of the intersection and treat it as an all-way stop.

The intersection of West 16th and Sanatorium is a four-leg intersection, and presently, eastbound and westbound traffic on Sanatorium is required to stop for northbound and southbound traffic on West 16th.

In 1990, staff reviewed a request to implement an all-way stop at this intersection on behalf of a former Ward Alderman. An all-way stop was not warranted at that time, however, staff reviewed the pattern of stop control in this area and recommended switching the direction of the stop control such that eastbound and westbound traffic on Sanatorium be required to stop for northbound and southbound traffic on West 16th.

Recently, staff has been advised of concerns regarding eastbound and westbound motorists disobeying the stop control at the intersection and asked the Regional Police to investigate. The Regional Police advised the intersection was monitored on 13 occasions and issued four violations to motorists.

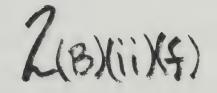
Casual observations of the intersection by staff have revealed that motorists on West 16th are treating this intersection as an all-way stop. There has been one reported collision at this intersection since 1990 which involved a westbound motorist stopping and proceeding through the intersection causing a collision with a northbound motorists.

A review of this location indicates that there is some confusion relating to the operation of the intersection, and that there is a potential for conflicts between motorists. Therefore, staff has no serious objections to implementing four-way stop control at the intersection.

CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 November 27

File No. TEC-300-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Locheed Drive and Castle Street -

Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Locheed Drive and Castle Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

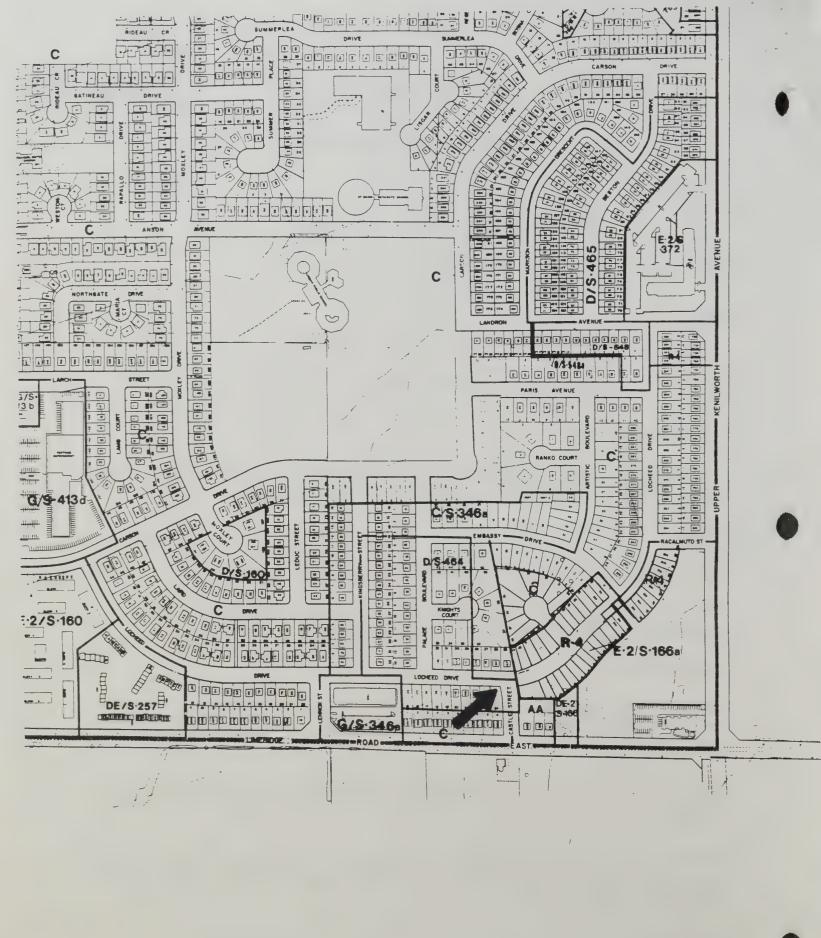
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

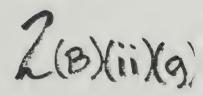
Alderman Bob Charters has advised of a request from Anthony Pettinato, 163 Locheed Drive, that three-way stop control be implemented at the intersection of Locheed Drive and Castle Street.

The subject intersection is a recently constructed "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection since it was constructed.

Staff has concluded that this intersection meets at least one of the criteria respecting the use of all-way stop control since it is an intersection of two neighbourhood collector streets. Therefore, staff concurs with the request.



CITY OF HAMILTON - RECOMMENDATION -



DATE:

1997 November 04

File No. TEC-261-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Southwesterly Intersection of Purnell Drive and Clifton

Downs Road - Intersection Control

RECOMMENDATION:

That westbound traffic on Purnell Drive be required to stop for northbound and southbound traffic on Clifton Downs Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

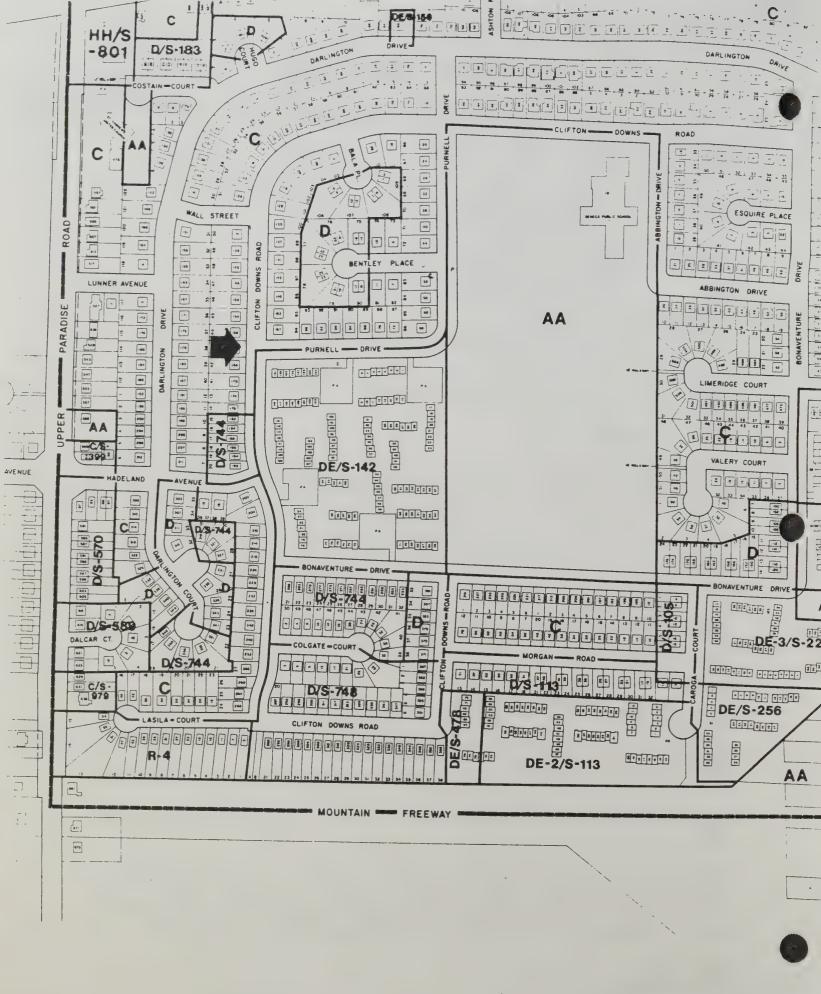
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

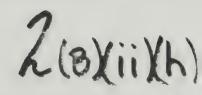
Alderman Frank D'Amico has advised of a request from Mrs. Maiolo, 157 Clifton Downs Road, that stop control be implemented at the southwesterly intersection of Purnell and Clifton Downs.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Purnell be required to stop for northbound and southbound traffic on Clifton Downs.



CITY OF HAMILTON - RECOMMENDATION -



DATE:

1997 November 03

File No. TEC-268-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Ambassador Drive and Montcalm Drive

- Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Ambassador Drive and Montcalm Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

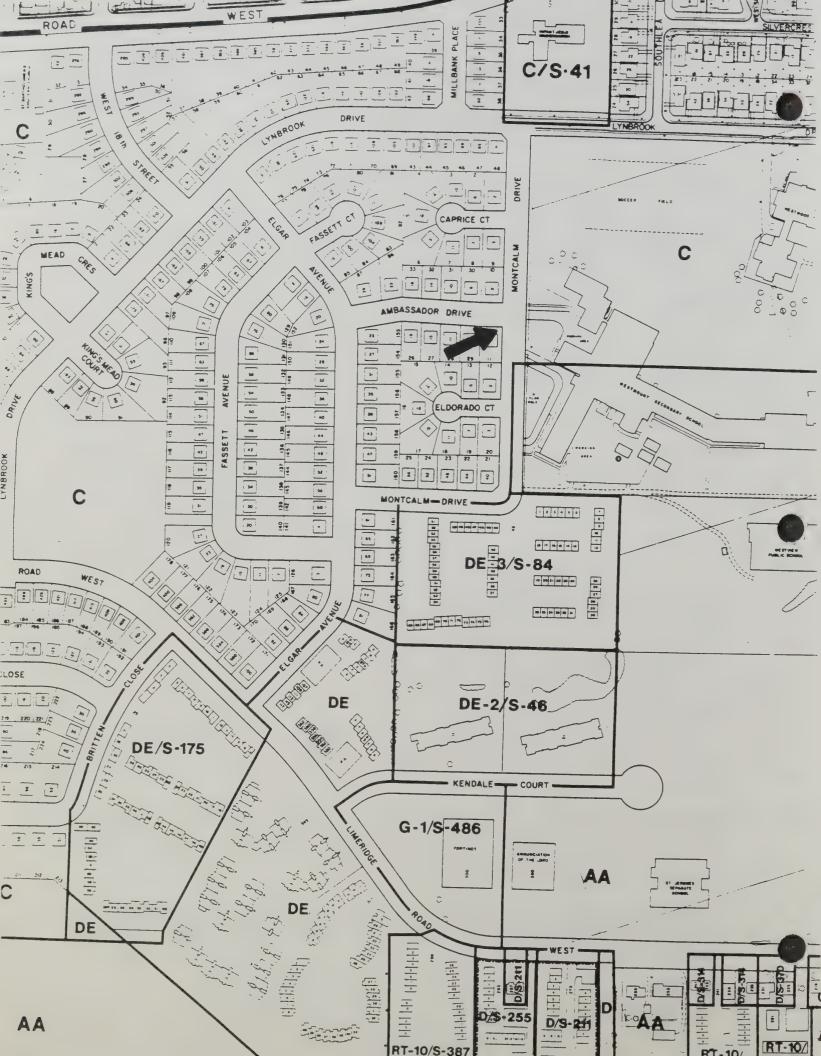
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

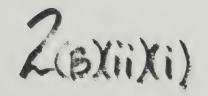
BACKGROUND:

Alderman Frank D'Amico has advised of a request from Ms. L. Melowsky, 10 Ambassador Drive, that three-way stop control be implemented at the intersection of Ambassador and Montcalm.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Ambassador is required to stop for northbound and southbound traffic on Montcalm. Records indicate that there have been three reported collisions at this intersection over the past seven years. This is a reasonable collision record for this type of intersection.

Staff has concluded that this intersection would be a suitable location for all-way stop control due to its proximity to two elementary schools and the Westmount Recreation Centre. Therefore, staff concurs with the request.





- RECOMMENDATION -

DATE:

1997 October 16

File No. TEC-236-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Elliott Avenue and Toby Crescent -

Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Elliott Avenue and Toby Crescent, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

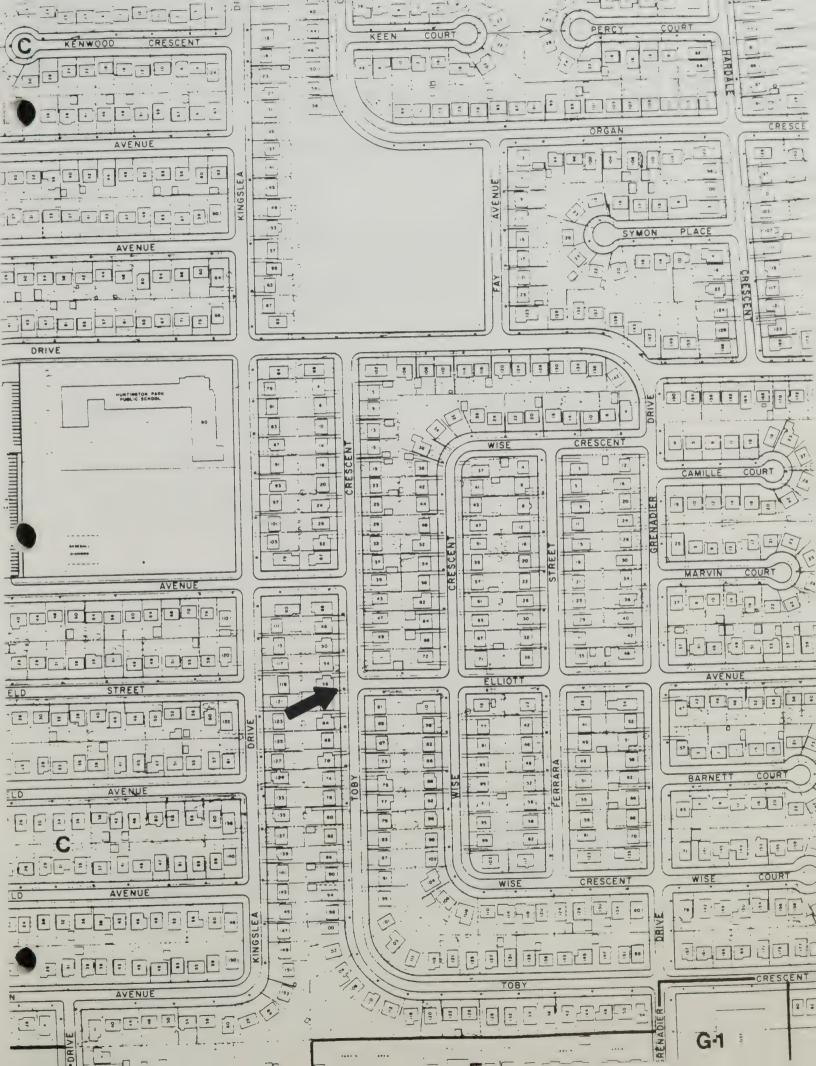
Alderman Tom Jackson has advised of a request from Charles and Connie Evans, 16 Toby Crescent, that three-way stop control be implemented at the intersection of Toby and Sandalwood.

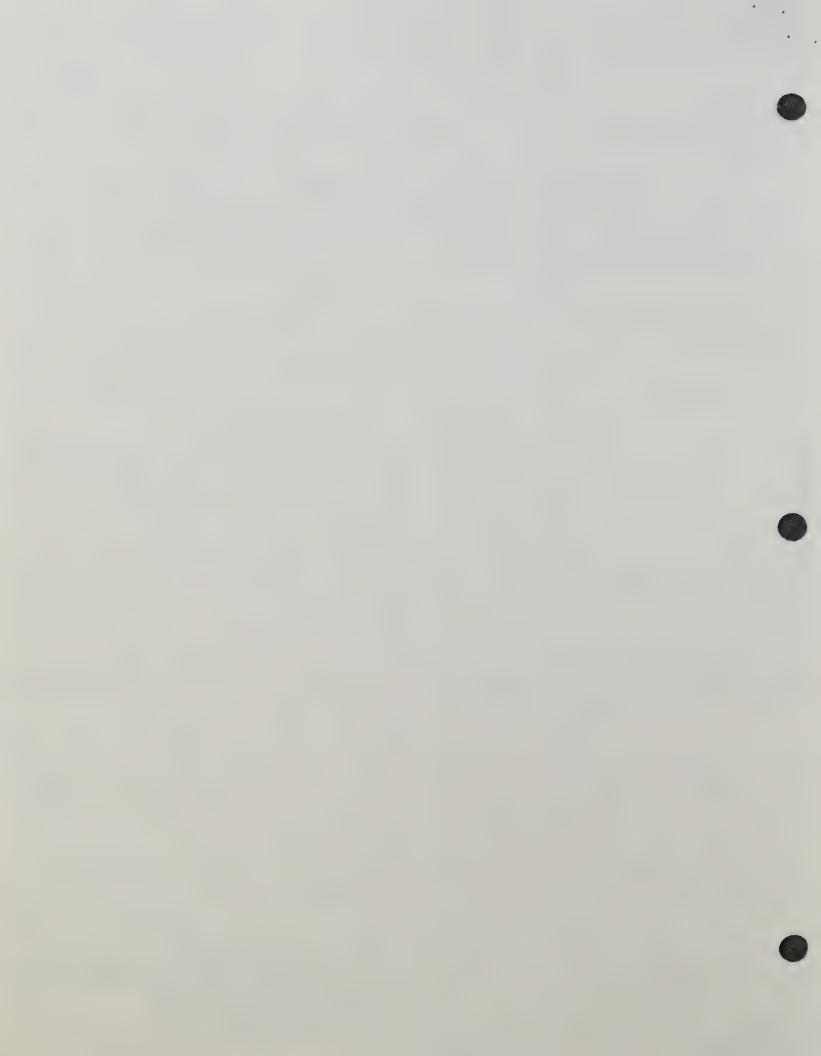
The subject intersection is a "T" type intersection, and presently, eastbound traffic on Sandalwood is required to stop for northbound and southbound traffic on Toby. Records indicate that there has been only one reported collision at this intersection in the past 17 years. This is a very good collision record for this type of intersection.

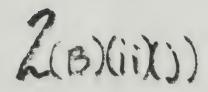
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front

doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time. Notwithstanding, the intersection of Toby and Elliott, which is only approximately 150 feet south of the subject intersection, meets at least one of the criteria respecting the use of all-way stop control since it is an intersection of two neighbourhood collector streets, and it is a mid-point location between Broker and the south end of Toby, such that it would be a suitable location for an all-way stop.

Alderman Jackson has advised that he supports this proposal.







- RECOMMENDATION -

DATE:

1997 October 20

File No. TEC-246-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Argyle Avenue and Norman Street -

Intersection Control

RECOMMENDATION:

That northbound traffic on Norman Street be required to stop for eastbound and westbound traffic on Argyle Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Nancy Meadows, 68 Norman Street, that stop control be implemented at the intersection of Argyle and Norman. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Norman be required to stop for eastbound and westbound traffic on Argyle.

CVB/MBH/kg



- RECOMMENDATION -

DATE:

1997 October 23

File No. TEC-251-97 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Berko Avenue and Baroche Street -

Intersection Control

RECOMMENDATION:

That southbound traffic on Baroche Street be required to stop for eastbound and westbound traffic on Berko Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

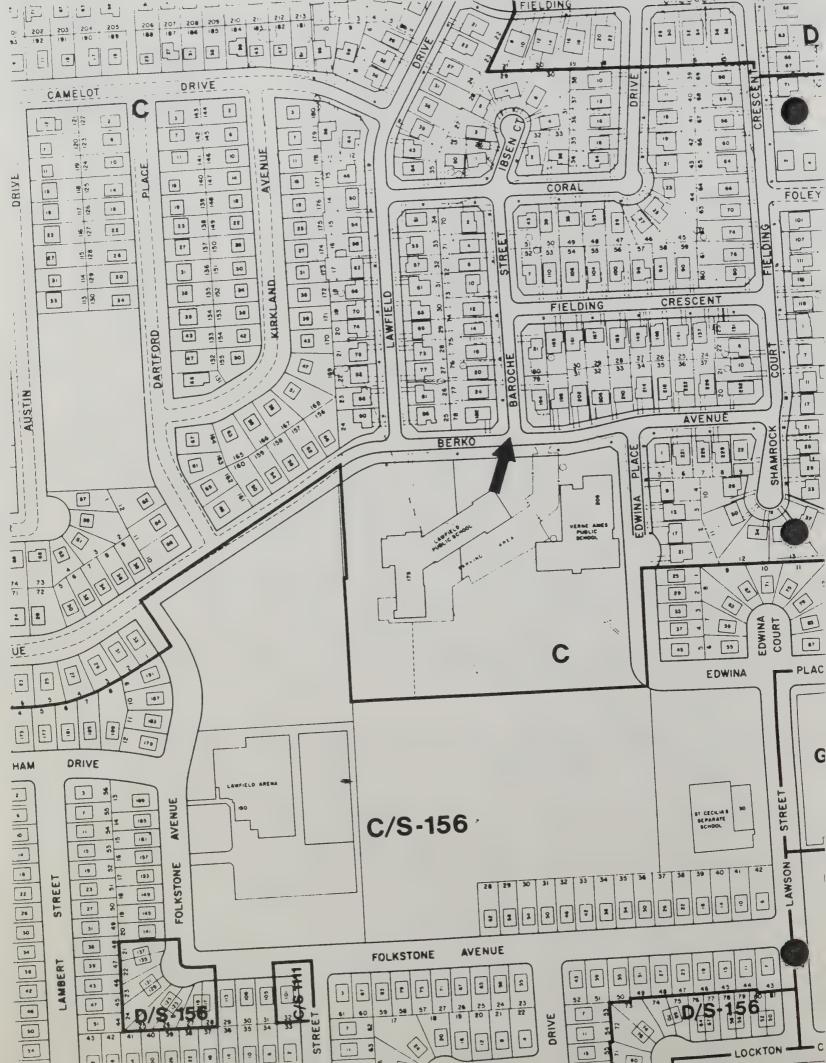
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

While conducting school safety training sessions at Lawfield and Vern Ames Public Schools, staff identified the need for stop control at the intersection of Berko and Baroche. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Generally, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that southbound traffic on Baroche be required to stop for eastbound and westbound traffic on Berko.

WK CVB/MBH/pdb



2(BXiiXL)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 October 17

File No. TEC-256-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Locke Street South and Herkimer Street -

Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Locke Street South and Herkimer Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

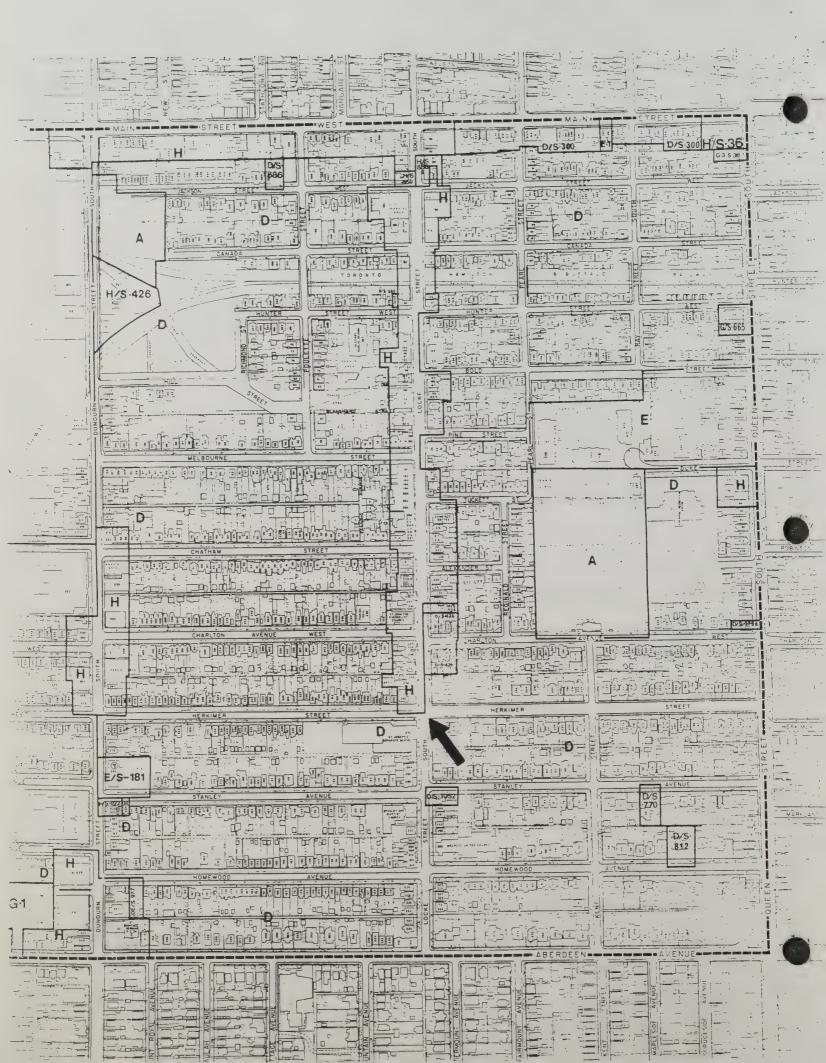
BACKGROUND:

Alderman Mary Kiss has presented a petition, which she concurs with, requesting that three-way stop control be implemented at the intersection of Locke and Herkimer.

The subject intersection has four approaches but Herkimer is one way eastbound, and presently, eastbound traffic on Herkimer is required to stop for northbound and southbound traffic on Locke. Also, this intersection is supervised by a School Crossing Guard.

Traffic on Locke is currently required to stop one short block to the north at Charlton Avenue and the need for two consecutive stops on Locke would normally be considered excessive. However, staff has concluded that this intersection meets two of the criteria respecting the use of all-direction stop control since St. Joseph's Separate School is located on the southwest corner of this intersection and it is the intersection of two collector roadways. Therefore, staff concurs with the request.

BRA/MBH/kg



Z(BXii)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 December 02

File No. TEC-257-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Crosthwaite Avenue South and Normandy

Road - Intersection Control

RECOMMENDATION:

That southbound traffic on Crosthwaite Avenue South be required to stop for eastbound and westbound traffic on Normandy Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

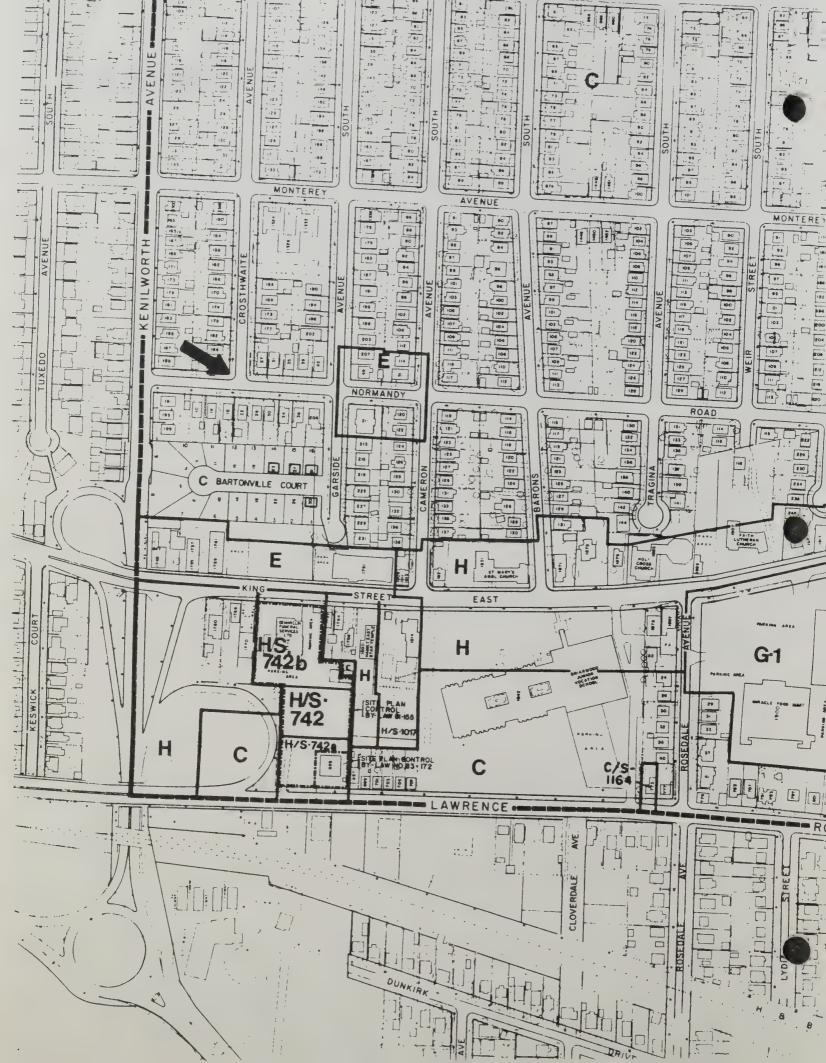
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request that stop control be implemented at the intersection of Crosthwaite Avenue South and Normandy Road. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Crosthwaite be required to stop for eastbound and westbound traffic on Normandy.

CVB/MBH/klk



2(BXiiiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 10

File No. TEC-281-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 179 Cochrane Road - Request to Remove a Wheelchair

Loading Zone

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation on the east side of Cochrane Road commencing at a point 97 feet south of Central Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Darryl Friend, on behalf of Mrs. Godin's family, to remove the existing "No Stopping, Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation from the east side of Cochrane, directly in front of her home at 179 Cochrane Road, as she has passed away. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the east side of the street which is presently controlled by an "Alternate Side Parking" regulation.

CVB/MBH/kg



Z(BXiiiXb)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 24

File No. TEC-288-97 / Author: D. Rieger/S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Locke Bus Route - Bus Stop Removal and Installations

RECOMMENDATION:

(a) That the following Hamilton Street Railway Company bus stops be installed and/or removed:

Route #7 Locke

Add - Westbound Hunter Street West, north side, 77 feet east of the east curb line (projected) of Park Street (M/B); and,

Add - Westbound Hunter Street West, north side, 36 feet east of the east curb line of Bay Street South (N/S); and,

Delete - Westbound Duke Street, north side, 15 feet east of the east curb line of Bay Street South (N/S); and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

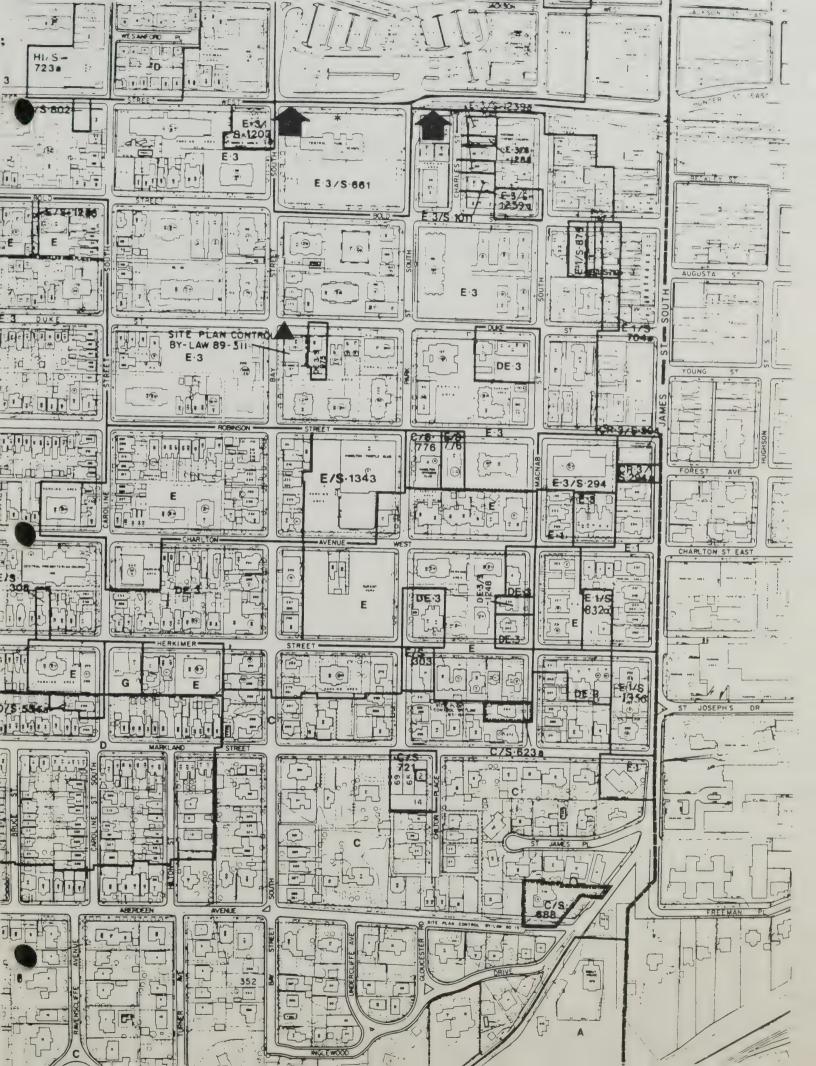
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting, maintaining and removing the subject signs.

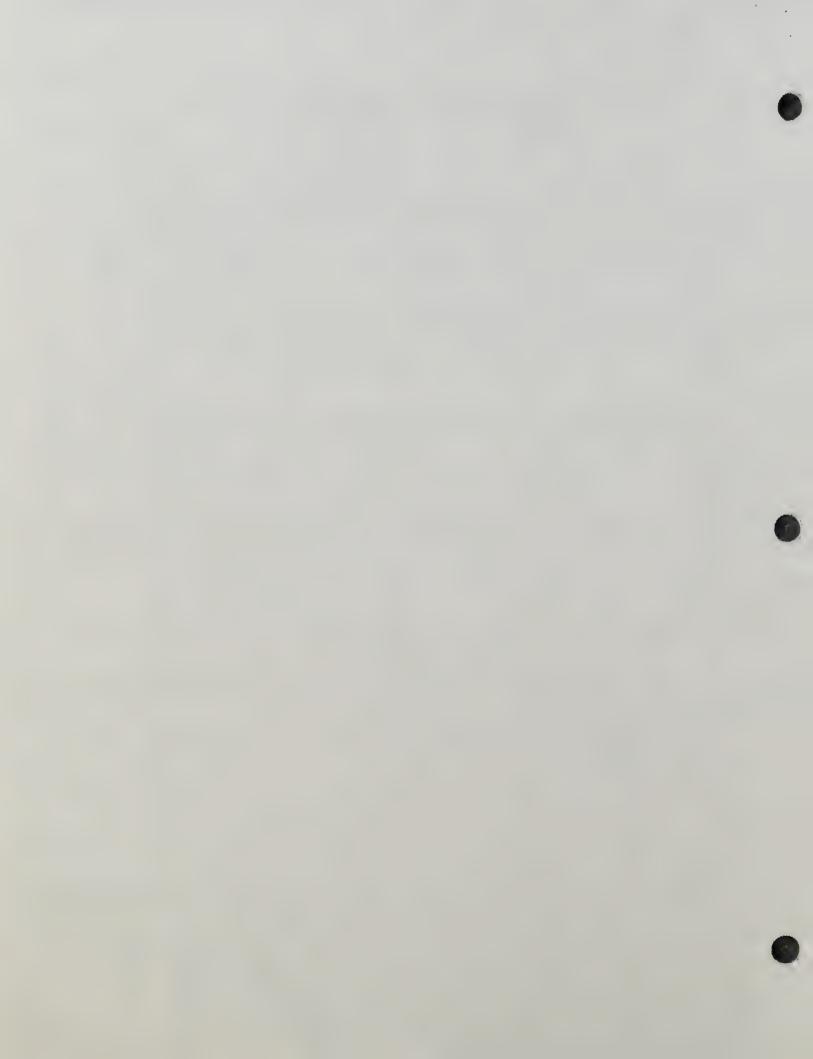
BACKGROUND:

The Hamilton Street Railway Company has requested that, in conjunction with the re-alignment of Route #7 Locke, the above-noted bus stops be installed and/or removed. The subject route was re-aligned to Duke Street on a trial basis. However, the route was changed back after receiving concerns from the residents of the neighbourhood. Consequently, these bus stops must also be relocated to their original locations.

The proposed bus stop locations are satisfactory from a traffic point of view. There will be no loss of on-street parking as the subject areas are presently signed with a "No Stopping" regulation.

J. CVB/MBH/klk





2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 25

File No. TEC-293-97 / Author: .S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Devonport Street and York Boulevard -

Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the east side of Devonport Street commencing at York Boulevard and extending to a point 44 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

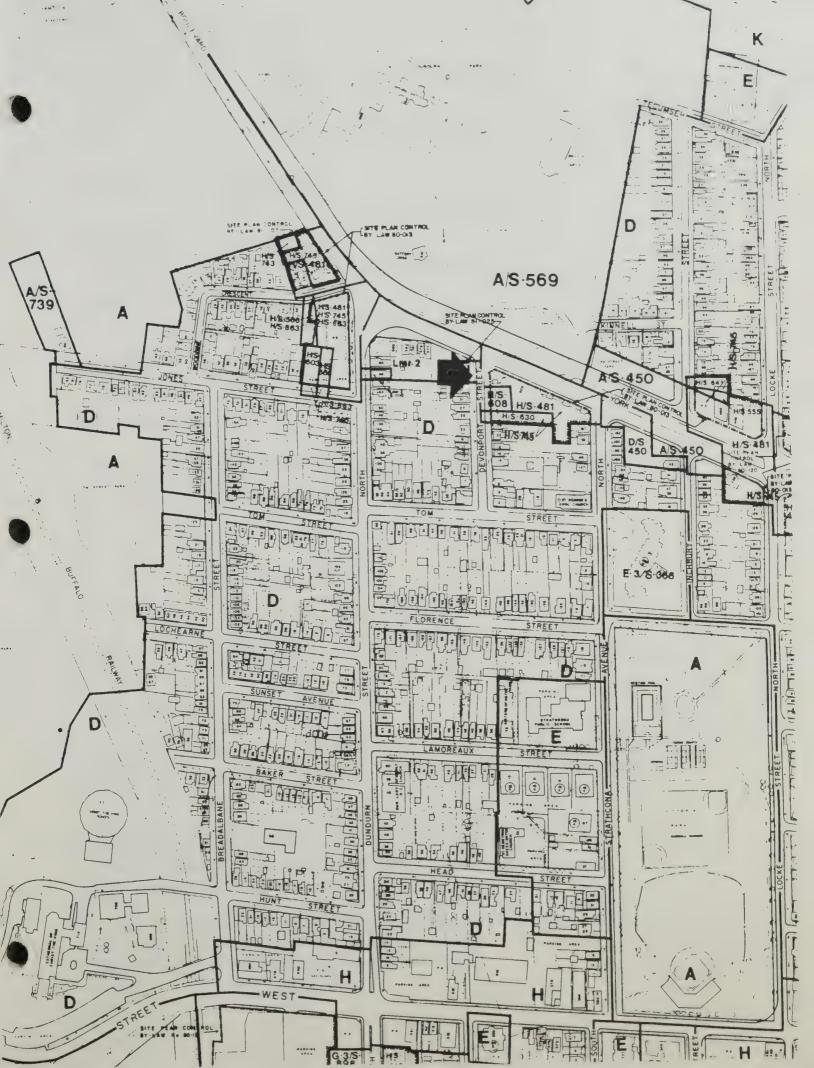
Staff has received a request from Mr. D. Fama, 6 Devonport Street, that a "No Stopping" corner clearance be implemented on the east side of Devonport, south of York. Mr. Fama expressed concern that parked vehicles in this area obstruct two-way traffic flow and turning movements at the intersection.

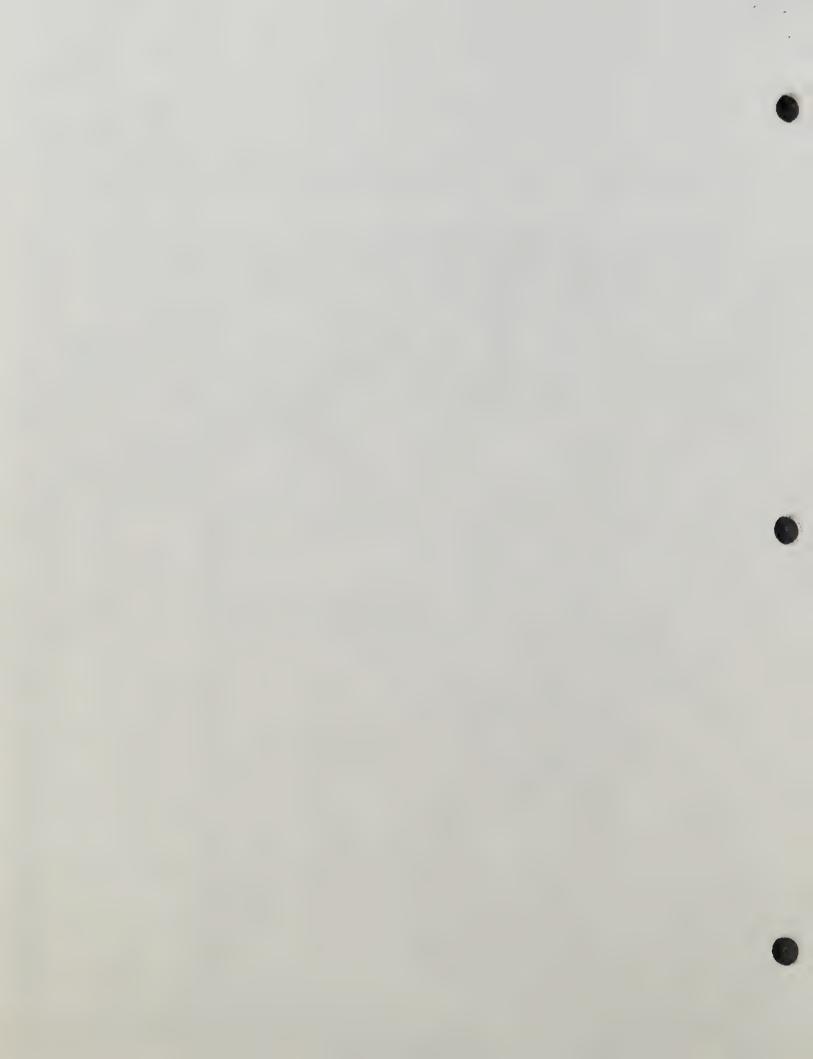
Devonport has a 28-foot pavement width, and presently, there is unrestricted parking on the east side and a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" on the west side of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct two-way traffic flow and turning movements to some degree at the intersection.

Staff has been advised that Ms. Karen Mercher, Executive Officer of Metropolitan Real Estate Board, 505 York Boulevard, supports the request to implement a corner clearance adjacent to her business.

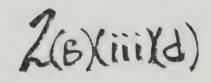
The implementation of the requested regulation will result in the loss of one on-street parking space. However, since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MBH/kg









DATE:

1997 November 26

File No. TEC-295-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

West side of Waverly Street, north of Melvin Avenue -

Driveway Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Waverly Street commencing 62 feet north of Melvin Avenue and extending to a point 85 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

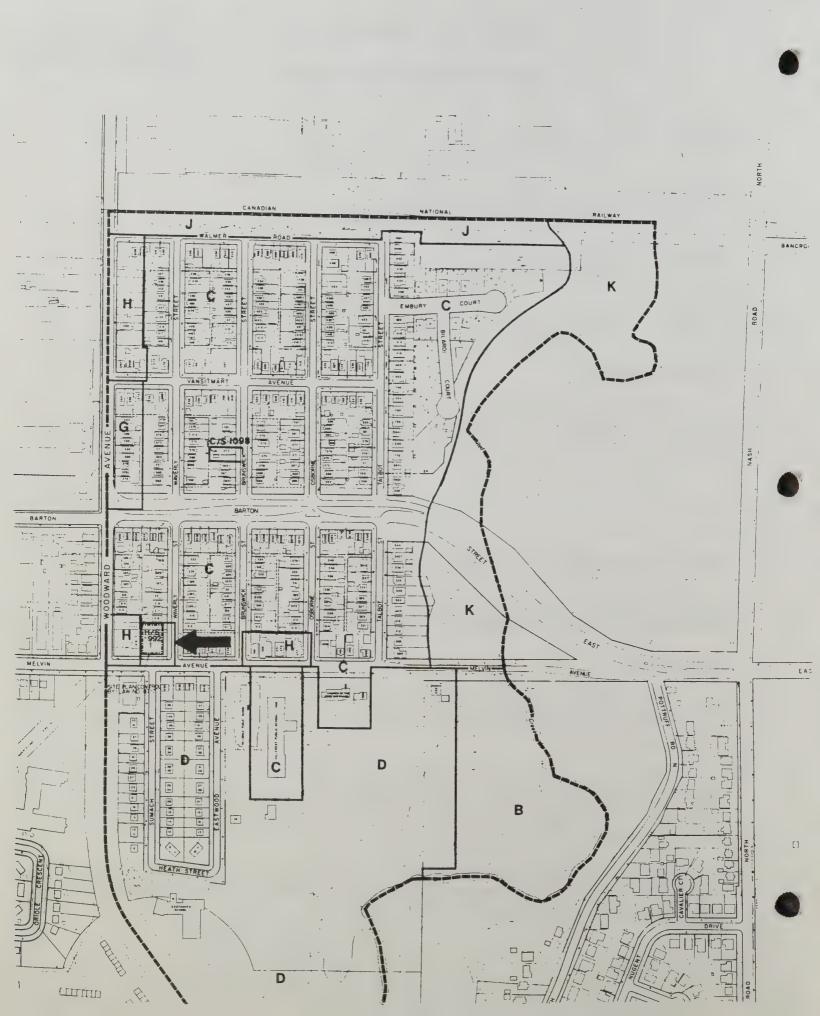
BACKGROUND:

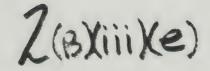
Alderman Dave Wilson has advised of concerns from Tony Forte, owner of Angie's Tiles, 425 Melvin Avenue, regarding parked vehicles blocking access to his driveway on the west side of Waverly, north of Melvin.

Waverly has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Staff has confirmed that parked vehicles on the west side of the street adjacent to his business do obstruct driveway movements to some degree and, therefore, recommend a driveway clearance.

The implementation of the proposed driveway clearance will result in a loss of only one on-street parking space. However, since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.







- RECOMMENDATION -

DATE:

1997 November 24

File No. TEC-290-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Jameston Avenue and West 5th Street -

Corner Clearances

RECOMMENDATION:

That "No Stopping" corner clearances be implemented on both sides of Jameston Avenue commencing at West 5th Street and extending to a point 63 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

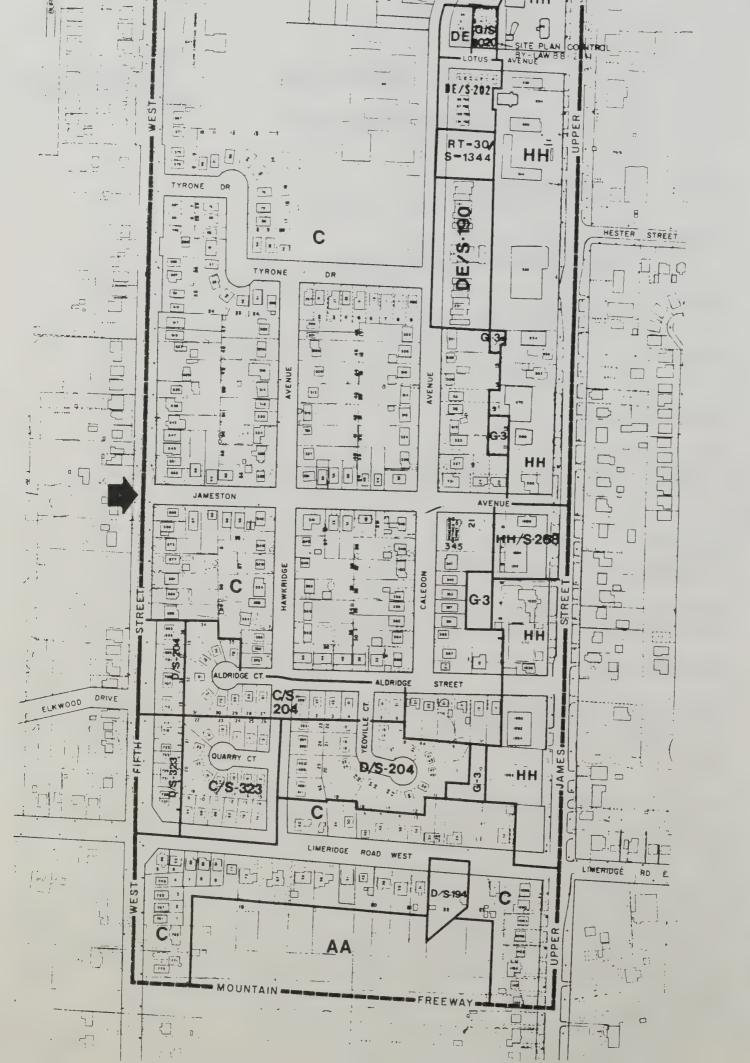
BACKGROUND:

Staff has received a request from Mr. Lubrick, 125 Limeridge Road West, that corner clearances be implemented on both sides of Jameston, east of West 5th. Mr. Lubrick expressed concern that parked vehicles in this area obstruct two-way traffic flow and turning movements at the intersection.

Jameston has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct two-way traffic flow and turning movements to some degree at the intersection.

Staff recently contacted Mrs. Hagey, 665 West 5th Street, and Mrs. Schotsman, 655 West 5th Street, whose properties abut the area of the requested regulation and has advised that both home owners support the request. The implementation of the requested regulation will result in the loss of a total of four on-street parking spaces directly adjacent to these two properties. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kll



Z(BXiiiXf)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 27

File No. TEC-297-97 / Author: D. Rieger/S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Bayfront Bus Route - Bus Stop Relocation

RECOMMENDATION:

a) That the following Hamilton Street Railway Company bus stop be relocated:

Route #4 BAYFRONT:

Delete - Northbound -

Depew Street, east side, 153 feet south of Gertrude Street

(M/B); and

Add - Northbound -

Depew Street, east side, 149 feet north of Gertrude Street

(M/B); and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

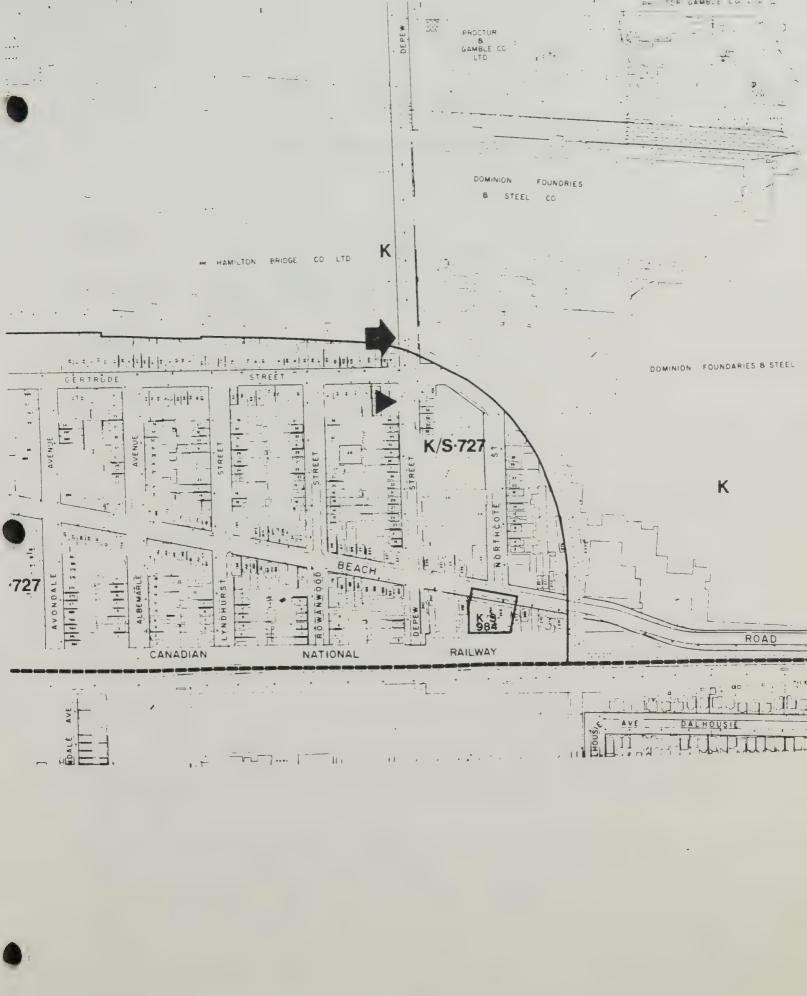
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of relocating and maintaining the subject sign.

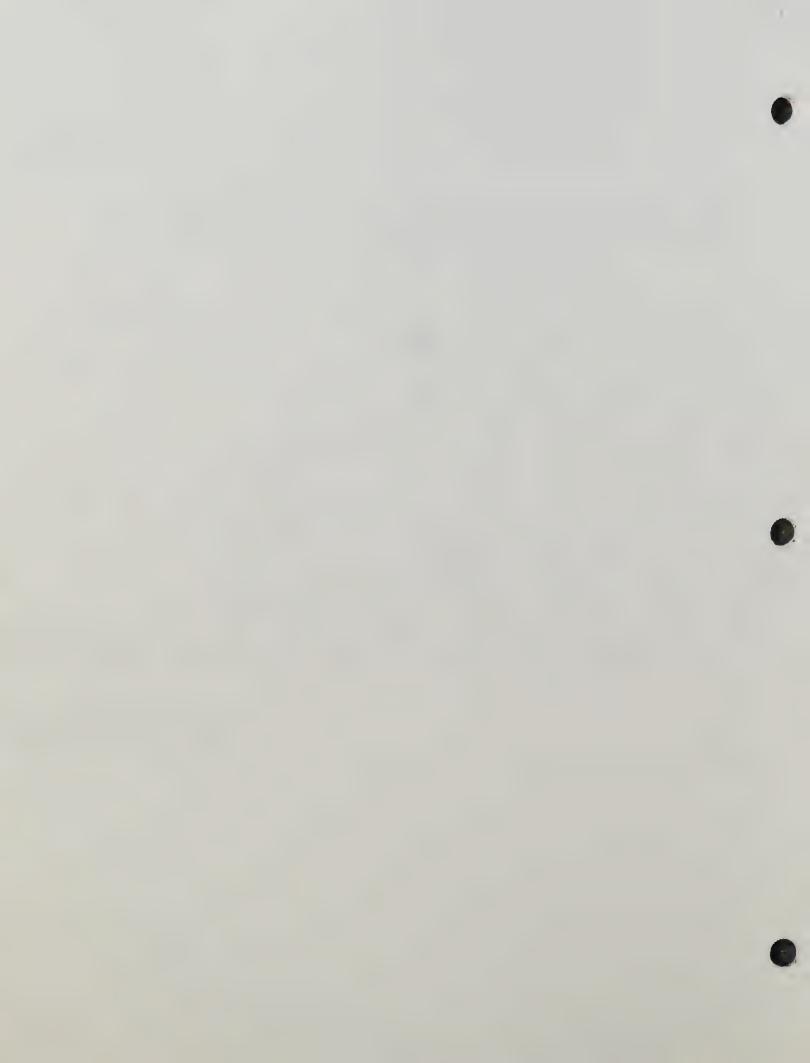
BACKGROUND:

The Hamilton Street Railway Company has requested that the above bus stop be relocated in order to improve the level of transit service for customers going to and from Dominion Castings Limited by reducing the walking time and distance to the nearest bus route. The subject stop was installed several months ago on a trial basis and since that time, no objections have been received.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as the subject area is presently signed with a "No Stopping" regulation.

CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 November 27

File No. TEC-298-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Hester Street and Ridge Street -

Corner Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Hester Street commencing at Ridge Street and extending to a point 120 feet easterly therefrom and that the City Traffic Bylaw 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

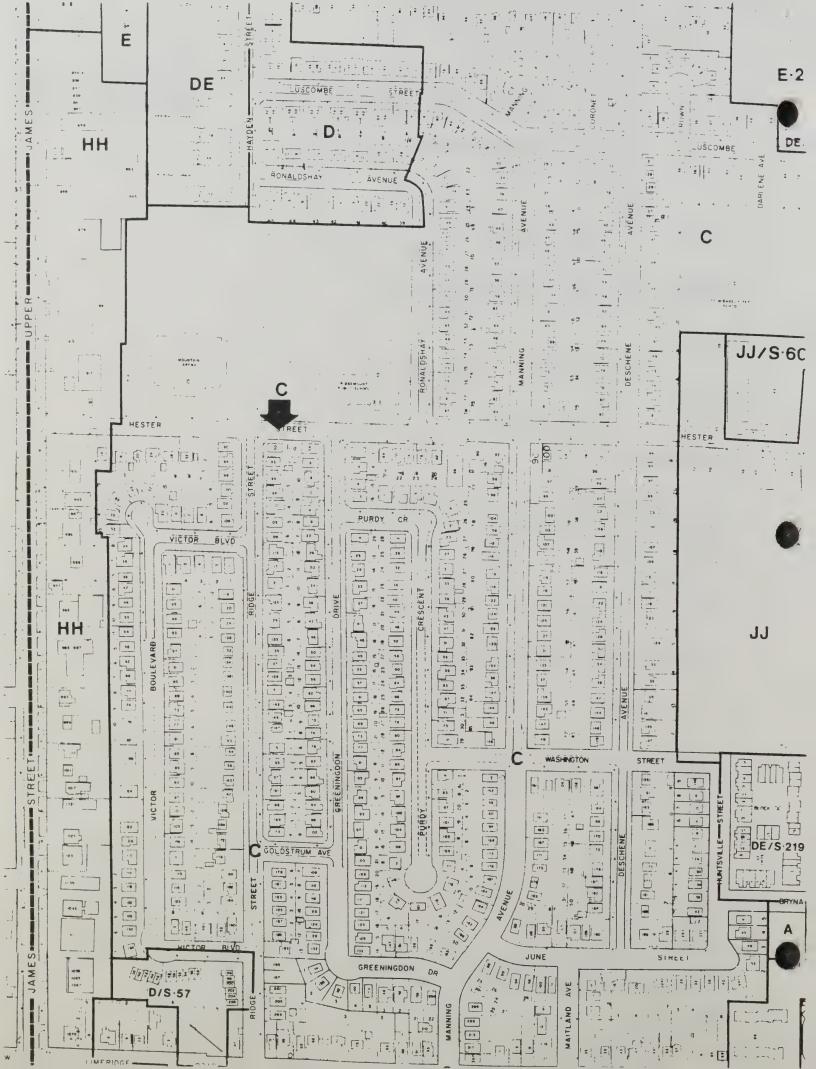
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Lynn White, 121 Ridge Street, that a corner clearance be implemented on the south side of Hester, east of Ridge. Ms. White has expressed concern that parked vehicles in this area obstruct visibility of northbound motorists on Ridge attempting to enter Hester.

Hester has a 34-foot pavement width, and presently, there is a "No Parking" regulation on the north side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area. The implementation of the requested regulation would result in a loss of four on-street parking spaces after 6:00 p.m., Monday to Saturday and all day on Sundays. However, in the interest of public safety, and since virtually all homes in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MHB/kg





- RECOMMENDATION -

DATE:

1997 October 31

File No. TEC-253-97 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Macklin Street, Unsworth Drive and Hempstead

Drive - Bus Route and Snow Route Designations

RECOMMENDATION:

(a) That Macklin Street from King Street West to Longwood Road North, Unsworth Drive from Upper Ottawa Street to Hempstead Drive, Hempstead Drive from Unsworth Drive to Nebo Road, Omni Drive from Stone Church Road to Upper Horning Road, and Upper Horning Road from Omni Drive to the northerly end, north of Elena Court be designated as bus routes and snow routes; and,

That the snow route and bus route designations for Ambrose Avenue from Veevers Drive to Greenhill Avenue, Elmwood Avenue from Garth Street to West 21st Street, Grenadier Drive from Mohawk Road to Toby Crescent, Osbourne Street from Melvin Avenue to Barton Street, Talbot Street from Melvin Avenue to Barton Street, Toby Crescent from Upper Kenilworth Avenue to Grenadier Drive, Upper Horning Road from Mohawk Road to Golf Links Road, Veevers Drive from Quigley Road to Ambrose Avenue, and West 21st Street from Sanatorium Road to Elmwood Avenue be repealed; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

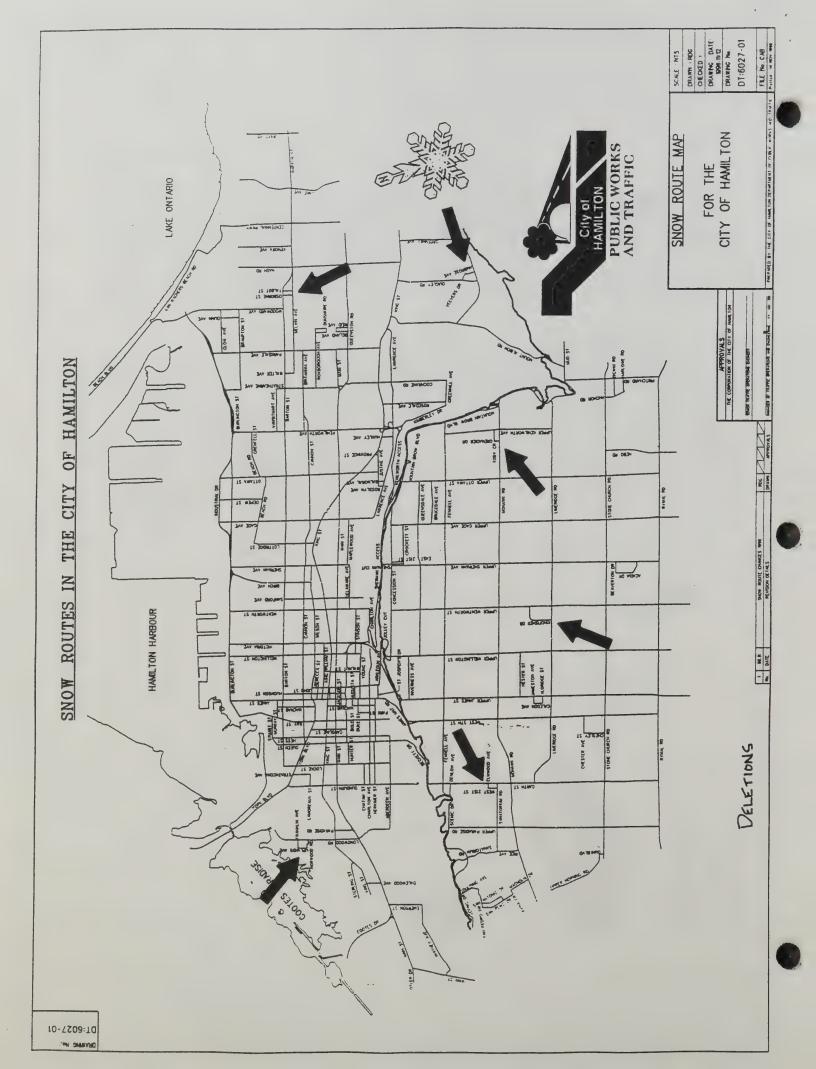
Sufficient funds are available in the 1997 operating budget to cover the costs of manufacturing, erecting and maintaining the required signs and removing the signs which are no longer required.

BACKGROUND:

The Hamilton Street Railway has advised that Macklin Street from King Street West to Longwood Road North, Unsworth Drive from Upper Ottawa Street to Hempstead Drive, Hempstead Drive from Unsworth Drive to Nebo Road, Omni Drive from Stone Church Road to Upper Horning Road, and Upper Horning Road from Omni Drive to the northerly end, north of Elena Court, are currently in use as H.S.R. bus routes, and therefore, it is appropriate to designate these roads as bus routes and snow routes in the City Traffic By-law 89-72.

Further, the Hamilton Street Railway confirms that Ambrose Avenue from Veevers Drive to Greenhill Avenue, Elmwood Avenue from Garth Street to West 21st Street, Grenadier Drive from Mohawk Road to Toby Crescent, Osbourne Street from Melvin Avenue to Barton Street, Talbot Street from Melvin Avenue to Barton Street, Toby Crescent from Upper Kenilworth Avenue to Grenadier Drive, Upper Horning Road from Mohawk Road to Golf Links Road, Veevers Drive from Quigley Road to Ambrose Avenue, and West 21st Street from Sanatorium Road to Elmwood Avenue are no longer in use as H.S.R. routes, and therefore, it is appropriate to repeal the designation of these roads as bus routes and snow routes in the City Traffic By-law 89-72.

CVB/MBH





- RECOMMENDATION -

DATE:

1997 November 03

File No. TEC-264-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

West side of Jefferson Avenue, south of Main Street East

- Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the west side of Jefferson Avenue commencing at Main Street East and extending to a point 88 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

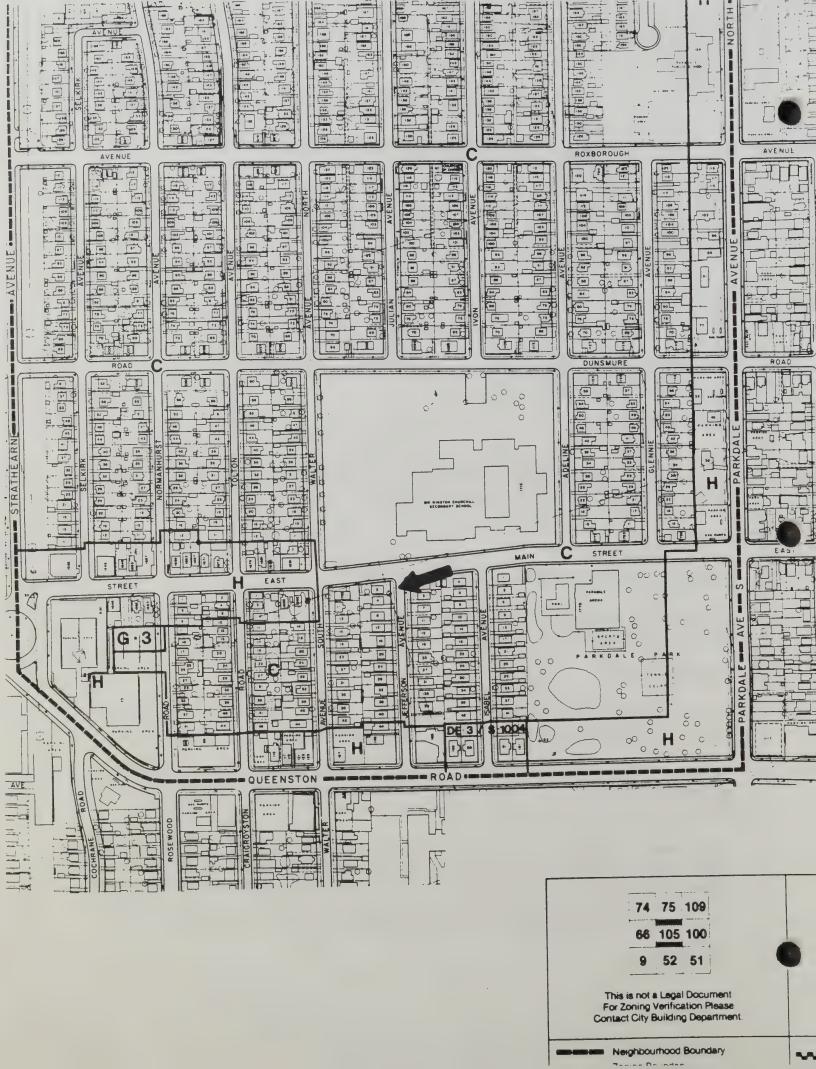
BACKGROUND:

Staff has received a request from Mr. R. Cameron, 2 Jefferson Avenue, that a "No Stopping" corner clearance be implemented on the west side of the street, south of Main.

Jefferson has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Staff has confirmed that parked vehicles in this area do obstruct turning movements to some degree, and therefore, staff concurs with the request.

Staff recently contacted Mr. Todd Brimley, 4 Jefferson Avenue, whose property abuts the area of the requested regulation and he has advised that he supports the request. The implementation of the requested regulation will result in a loss of three on-street parking spaces directly in front of these two properties. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk



2(8)(1111)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 September 29

File No. TEC-230-97 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

School Bus Loading Zone on Bonaparte Way adjacent to St.

Marguerite D'Youville School

RECOMMENDATION:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way commencing at a point 84 feet east of the east curb line of Brigade Drive and extending 120 feet easterly be removed; and

(b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way commencing at a point 82 feet east of the east curb line of Corsica Court and extending 29 feet easterly be removed; and

(c) That a "No Stopping Anytime" regulation be installed on the south side of Bonaparte Way commencing at a point 108 feet west of Fusilier Drive and extending to a point 54 feet east of Fusilier Drive; and

(d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

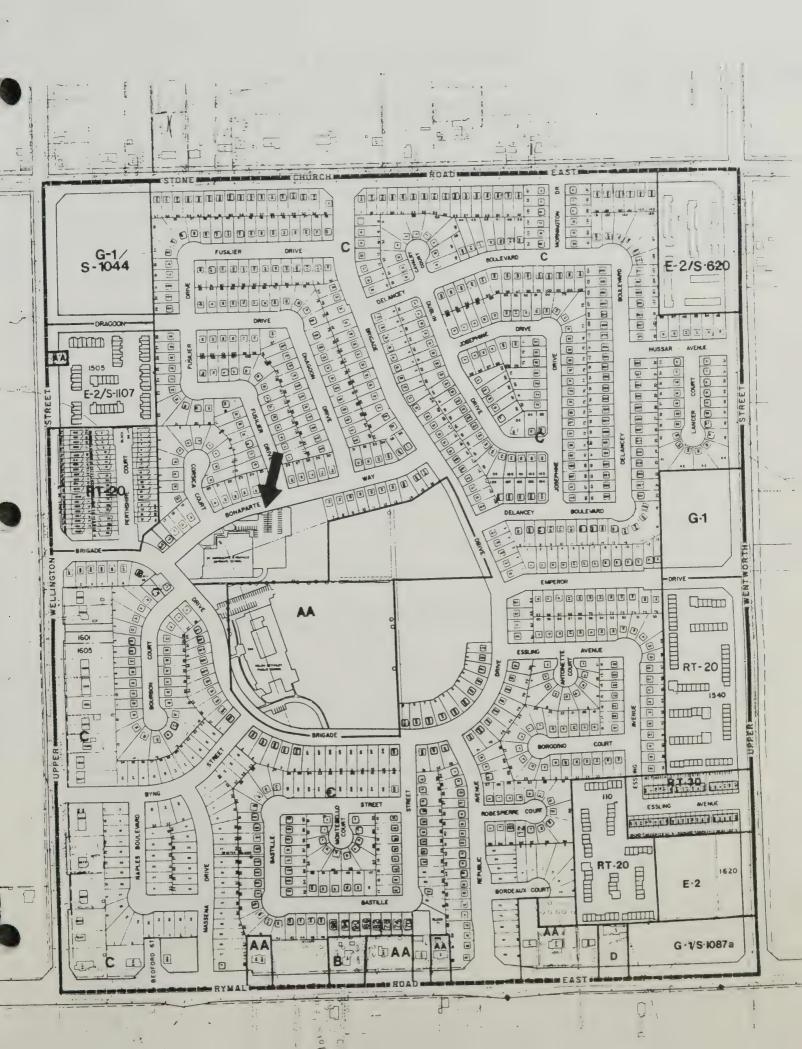
The Vice-Principal of St. Marguerite D'Youville School has requested that the existing parking regulations on Bonaparte Way be revised as a result of changes to the school bus operation at the school.

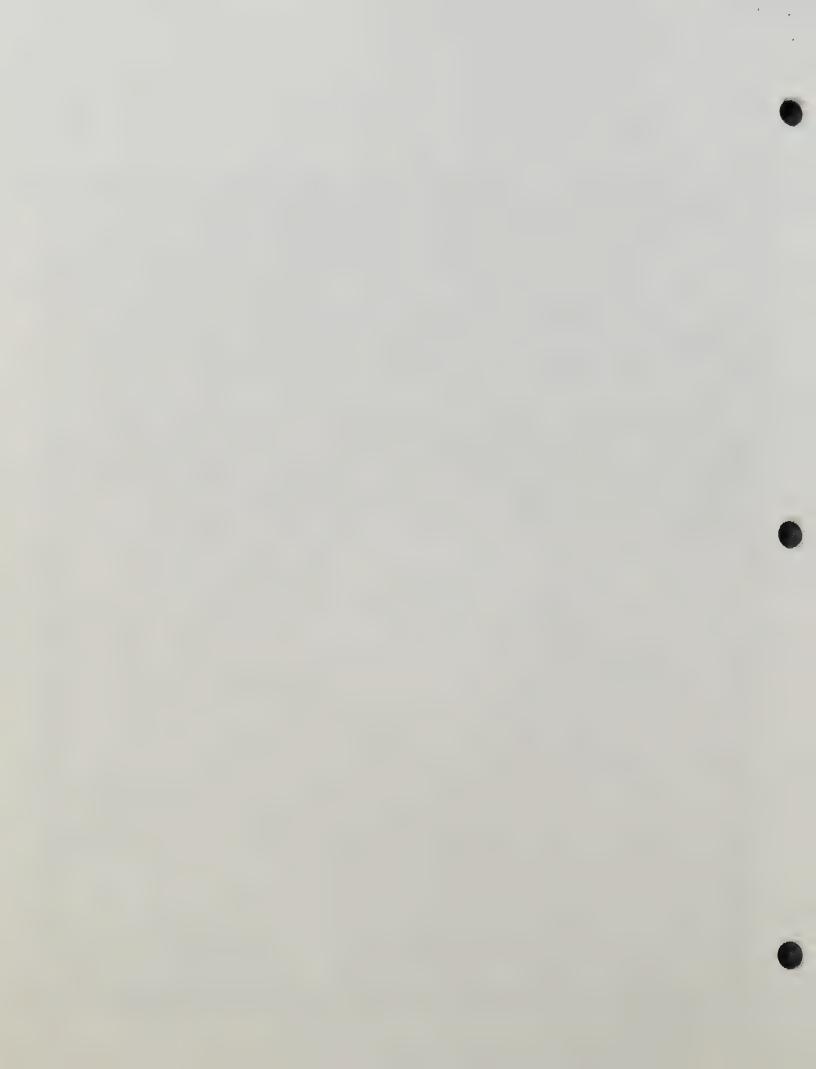
A decision has been made by the School Board to allow the buses to use the existing parking facilities on the school property to undertake this activity rather than on-street on Bonaparte Way. The need for the School Bus Loading Zones is therefore redundant and their removal would allow for parental pick up/drop off in the curbside space adjacent to the school.

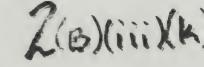
In order to allow ease of access/egress for the buses from the parking lot a "No Stopping" regulation is required at the entrance to the parking lot. This regulation will prohibit parents from using the area to load/unload their children. The removal of the existing School Bus Loading Zone will off-set the loss of the loading/unloading area due to the "No Stopping" regulation.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way in this area. The changes requested will have very little, if any, impact regarding parking on the neighbouring residential properties. Therefore, staff concurs with the request.

ERA/MBH/kg







- RECOMMENDATION -

DATE:

1997 September 30

File No. TEC-231-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

North side of Ward Avenue, west of Bowman Street

- Corner Clearance

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the north side of Ward Avenue commencing at Bowman Street and extending to a point 60 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of concerns from Mrs. Denise Toffoletti, 129 Bowman Street, regarding the need for a corner clearance at the intersection of Ward and Bowman.

Ward has a 28 foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area. Staff has confirmed that parked vehicles on both sides of the street in this area do obstruct two-way traffic flow and turning movements at this intersection to some degree. Therefore, staff concurs with the request.

The implementation of the requested regulation would result in a loss of only one legal on-street parking space. However, since most residents have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk





- RECOMMENDATION -

DATE:

1997 October 2

File No. TEC-232-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 33 Cumberland Avenue - Discharge of a Residential

Boulevard Parking Agreement

RECOMMENDATION:

That the existing residential boulevard parking agreement registered as Instrument No. 390693AB to the property at No. 33 Cumberland Avenue be discharged, at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge of this agreement; and,

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

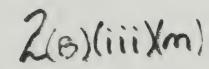
BACKGROUND:

In 1975, staff approved an application by the owner of the property at No. 33 Cumberland Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single-family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1975 September 29.

The owner of the property has now requested that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. The entire front yard was hard surfaced over ten years ago, thus the "50 percent landscaping by-law" is not applicable. Therefore, staff concurs with the request.

CVB/MBH/klk

c.c. Patrice Noé Johnson, City Solicitor, Law Department



- RECOMMENDATION -

DATE:

1997 November 7

File No. TEC-280-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

South side of King William Street, east of John Street

North - Request to Replace a Commercial Vehicle Loading

Zone with a "No Parking" Regulation

RECOMMENDATION:

That the existing "Commercial Vehicle Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of King William Street commencing at a point 64 feet east of John Street North and extending to a point 22 feet easterly therefrom be replaced with a fulltime "No Rarking" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

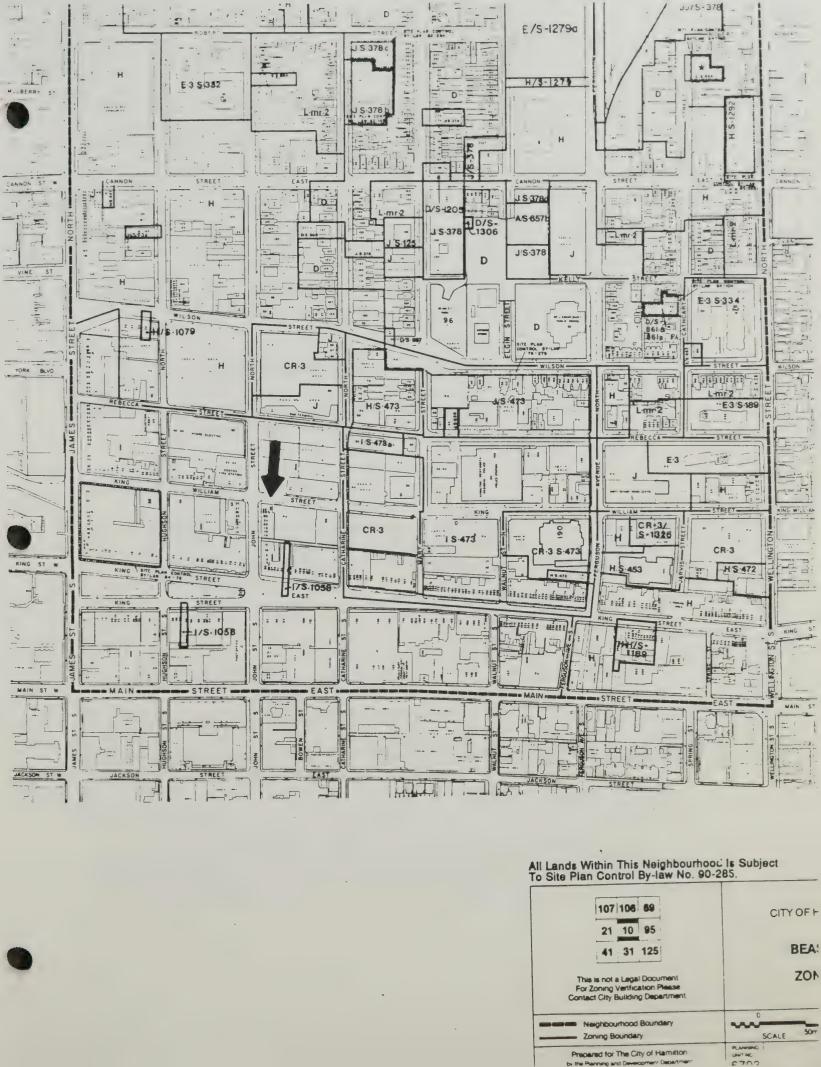
BACKGROUND:

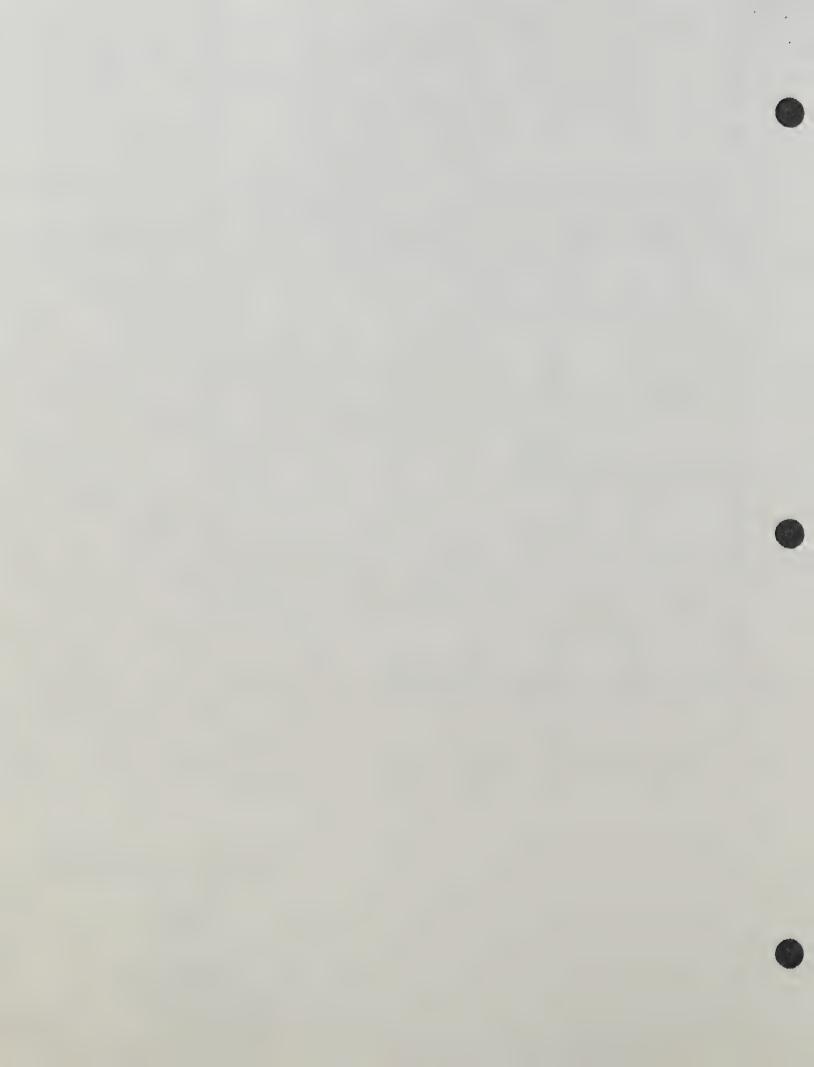
Alderman William McCulloch has advised of a request from Ms. Peggy Palios, owner of My Buddy's Restaurant, No. 30 John Street North, that the existing "Commercial Vehicle Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of King William, east of John, be replaced with a "No Parking" loading zone to allow loading and unloading by employees and customers.

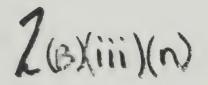
King William has a 28-foot pavement width, and presently, there is a "No Stopping" regulation on the south side of the street except for a 22 foot "Commercial Vehicle Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation adjacent to the subject business and a "No Parking" regulation on the north side of the street in this block.

The City Council at its meeting of 1994 December 13, approved a request by the previous owner of No. 30 John Street North, to implement a Commercial Vehicle Loading Zone adjacent to the business. However, since the new owners prefer a "No Parking" loading zone such that this space can be used by all classes of vehicles, staff concurs with the request.

ريوكيز مهريك CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 October 17

File No. TEC-241-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 321 West 2nd Street - Request for a Wheelchair

Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of West 2nd Street commencing at a point 141 feet south of South Bend Road West and extending to a point 23 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

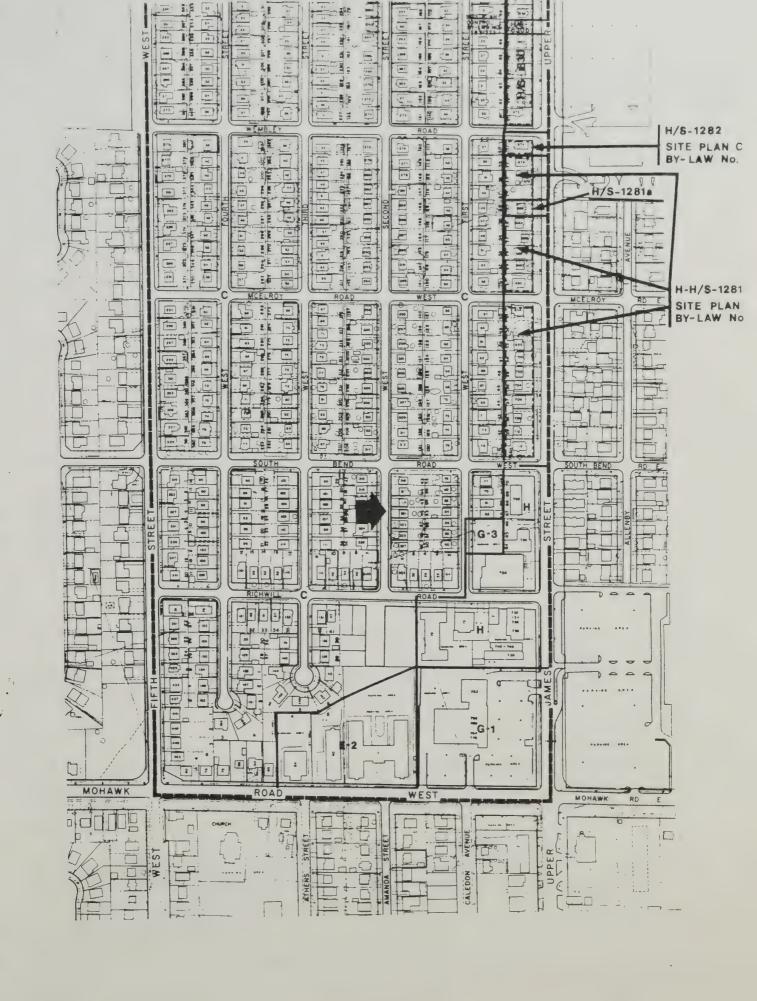
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

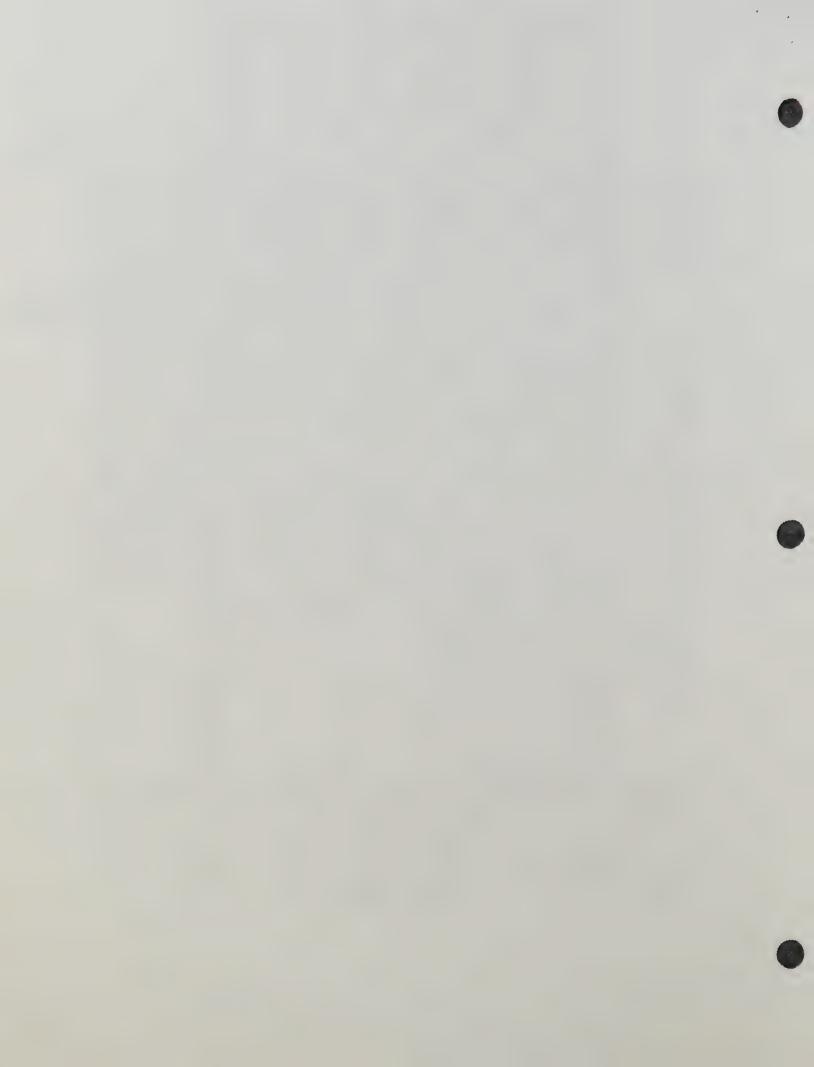
BACKGROUND:

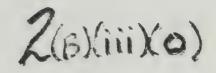
Alderman Don Ross advised of a request from Gwen Appleyard, 321 West 2nd Street, that a "Wheelchair Loading Zone, 24 hours a day, 7 days a week" regulation be implemented on the east side of West 2nd directly in front of her home since she is disabled and requires the use of Darts vehicles.

West 2nd has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Mrs. Appleyard's property. However, since virtually all residents in this area have available off-street parking and since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking problems for area residents and concurs with the request.

CVB/MBH/kg







- RECOMMENDATION -

DATE:

1997 October 20

File No. TEC-243-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 405 East 27th Street - Request for a Wheelchair

Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 3:00 p.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Franklin Road commencing at a point 57 feet east of East 27th Street and extending to a point 33 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

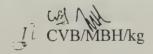
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

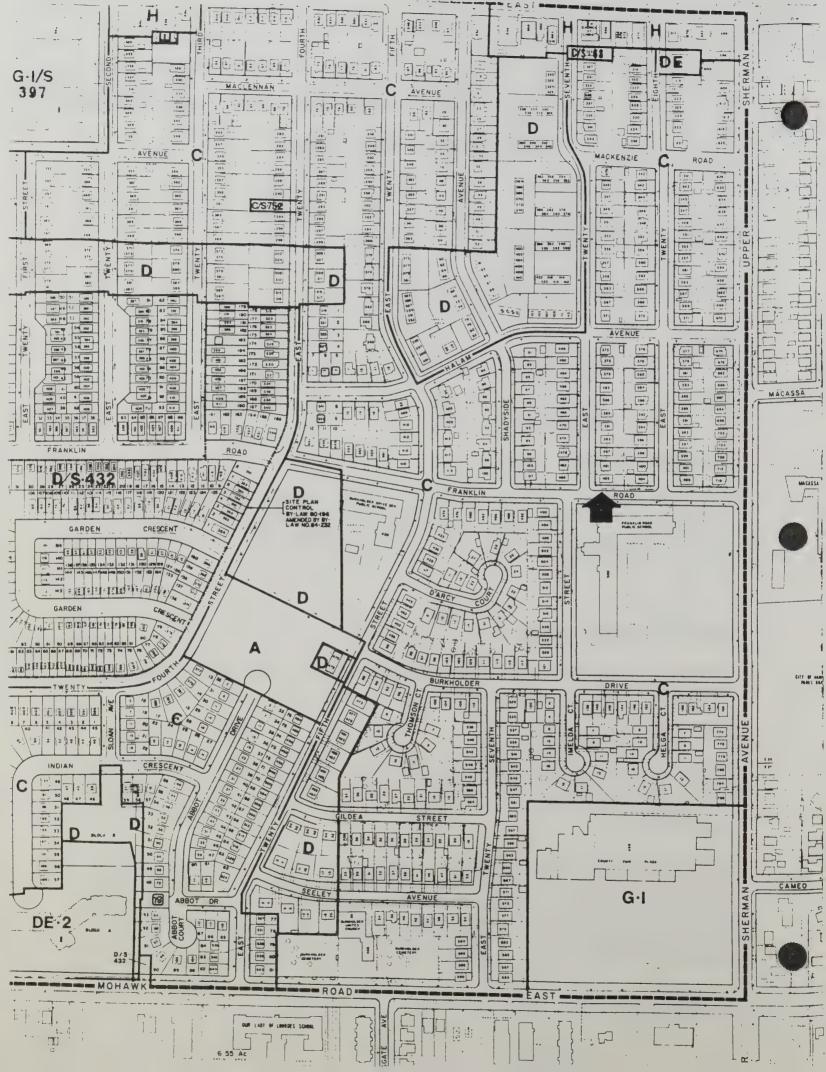
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Sandra Knoll, 405 East 27th Street, that a "Wheelchair Loading Zone, 3:00 p.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Franklin adjacent to her home since her child is disabled and requires the use of Darts vehicles.

Franklin has a 28-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space immediately adjacent to her home. However, the applicant has agreed to limit the hours of the regulation such that parking may occur until 3:00 p.m. and after 4:00 p.m. and all day on weekends. Therefore, staff concurs with the request.







- RECOMMENDATION -

DATE:

1997 October 22

File No. TEC-250-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Kings Forest Drive and Nova Drive

- Corner Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Nova Drive, commencing at Kings Forest Drive and extending to a point 68 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mrs. Castaldi, 62 Nova Drive, that a "No Parking" regulation be implemented on the north side of Nova, opposite her driveway to facilitate driveway movements.

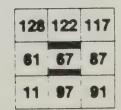
Nova has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

Staff has confirmed that parked vehicles on both sides of the street in this area, particularly on the north side, do in fact obstruct driveway movements for Mrs. Castaldi to some degree. Therefore, staff concurs with the request.

The implementation of the requested regulation would also serve as a corner clearance at the intersection of Nova and Kings Forest. There would be a loss of two legal on-street parking spaces. However, since parking would be permitted on both sides of the street for the remainder of the block, and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk

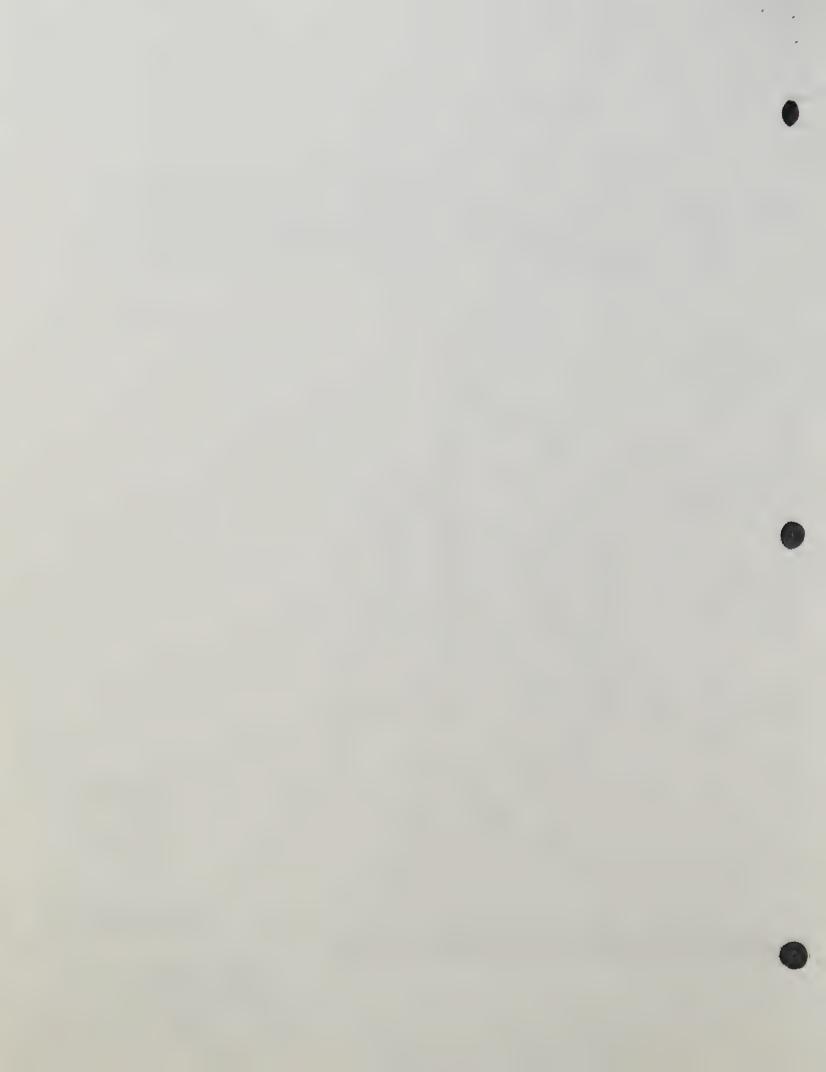




This is not a Lagal Document For Zoning Vertfication Please Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary.

Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth





- RECOMMENDATION -

DATE:

1997 October 27

File No. TEC-255-97 / Author: W. Young

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Canadian Corps of Commissionaires Annual Billing Rates

for 1998

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1998, in accordance with the conditions of the attached Vendor's quote as follows:

POSITION

BILLING RATE PER HOUR

Master Warrant Officer

\$12.48

Commissionaire

\$11.20

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be provided in the 1998 Traffic Division operating budget estimates to cover the cost of acquiring these services. The above rates represent a 0.2 % (\$728.00) increase over the 1997 expenditure, and include the hourly wage plus 23.25 % administrative costs.

BACKGROUND:

Since 1974, the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with parking enforcement services, and the services provided have been very satisfactory.

The billing represents a 0.2 % increase over the 1997 expenditure with the reclassification of the Sergeant's position to that of a Master Warrant Officer.

In 1995, the Corporal position was deleted with a savings of \$24,919. per year being immediately realized. Many of those duties that the Corporal performed are now included into the Sergeant's position. This position is now a "working" Supervisor, who manages performance and other administrative duties, as well as public relations and actual enforcement activities.



WY/kg Attach.

c.c. Purchasing Department

c.c. Ross Holland, Administrative Co-ordinator-Traffic



- RECOMMENDATION -

DATE:

1997 November 7

File No. TEC-279-97 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Mountville Avenue and Upper Wellington

Street - Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the north side of Mountville Avenue commencing at Upper Wellington Street and extending to a point 59 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

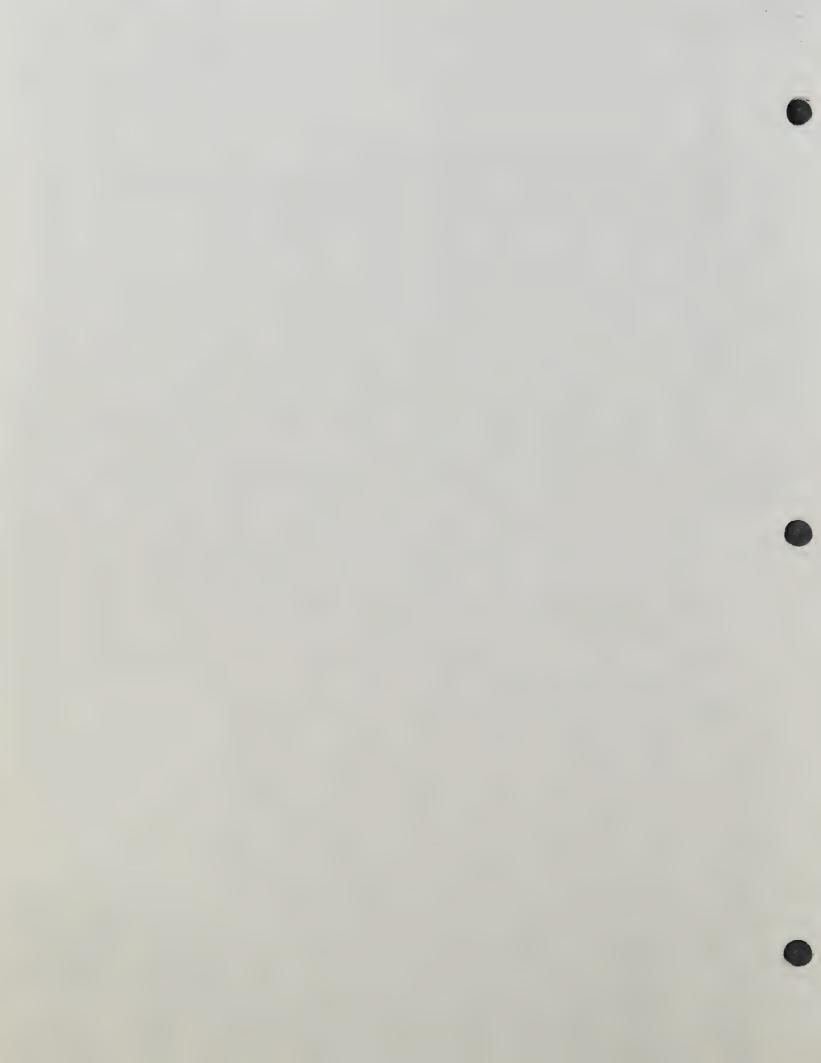
Alderman Henry Merling has advised of a request from Mr. J. Pickard, 437 Upper Wellington Street, that a corner clearance be implemented on the north side of Mountville, east of Upper Wellington, adjacent to his property. Mr. Pickard expressed concern that parked vehicles in this area obstruct two-way traffic flow and turning movements at the intersection.

Mountville has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a recently implemented "No Stopping" corner clearance on the south side of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct two-way traffic flow and turning movements to some degree at the intersection.

The implementation of the requested regulation would result in a loss of only one on-street parking space adjacent to Mr. Pickard's property. However, since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MBH/kg





2(BXiiiXs)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 05

File No. TEC-274-97 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Nos. 140 and 144 East 45th Street - Discharge of Two

Residential Boulevard Parking Agreements

RECOMMENDATION:

- (a) That the two existing residential boulevard parking agreements registered as Instrument Nos. 8333 and 8334 to the properties at Nos. 140 and 144 East 45th Street, respectively, be discharged, at the City's expense; and,
- (b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge and registration of these agreements; and,
- (c) That the owners of these properties be permitted to execute a revised residential boulevard parking agreement for their respective properties, at the City's expense.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

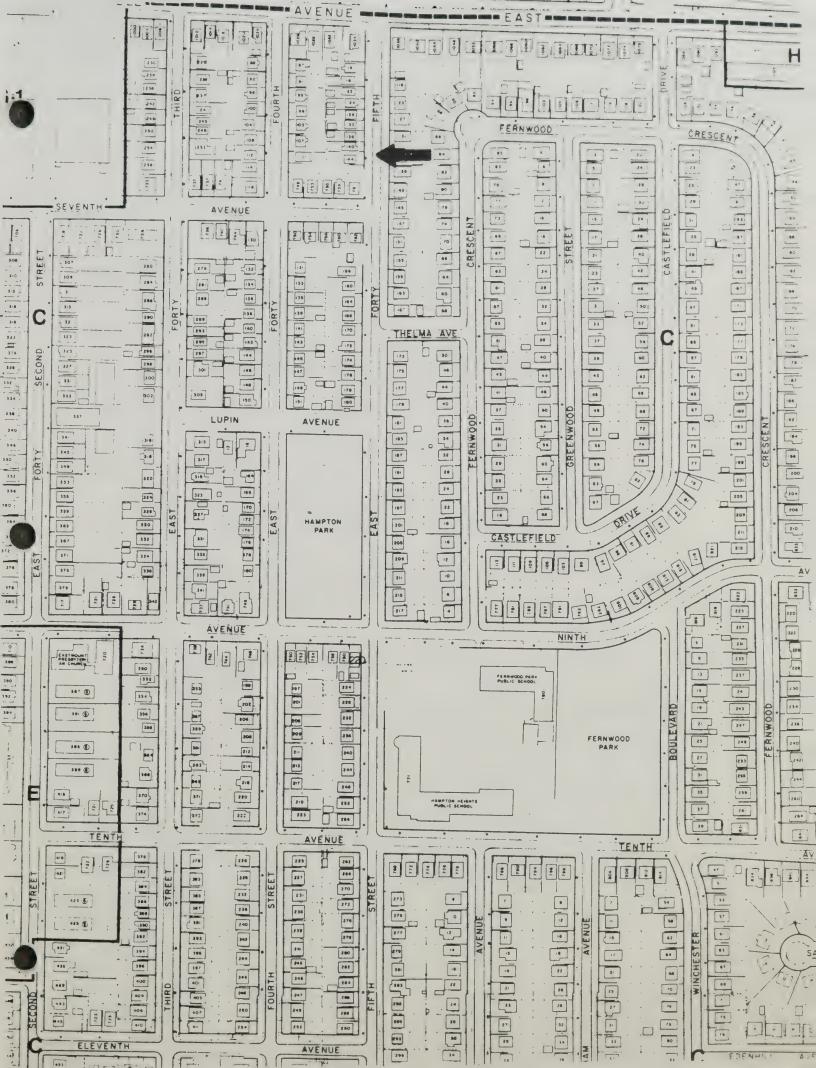
In accordance with the present City Council policy, the property owners would be required to pay \$20 to the City annually for insurance and administrative costs. There would be a \$200 fee to cover the costs of discharging and registering the subject agreements.

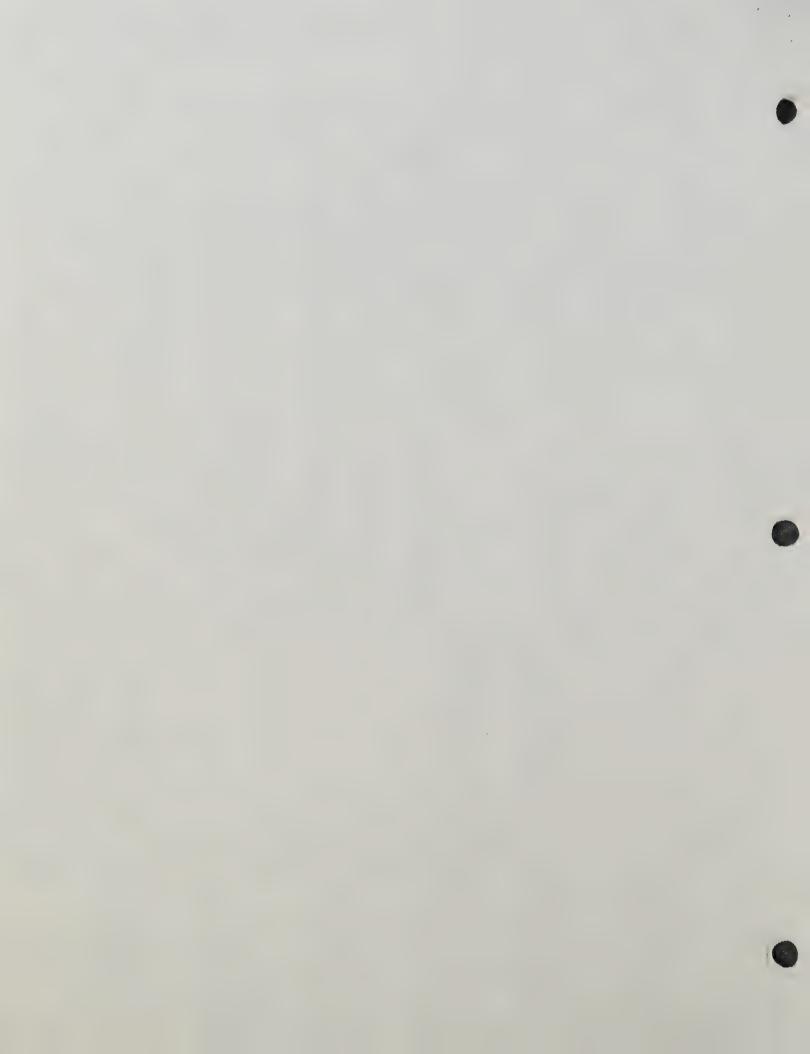
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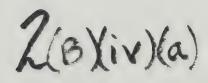
In 1989, staff approved applications by the owners of the properties of Nos. 140 and 140 East 45th Street to allow one vehicle to be parked partially on the City boulevard in front of each of these single family dwellings. The agreements were both completed and registered in the Land Registry office by the owners of the properties on 1989 September 15.

It has recently been brought to staff's attention that there is an existing mutual right-of-way registered on title against these properties. However, this mutual driveway was never constructed and staff were not made aware of this right-of-way when the agreements were executed. Therefore, the approved parking areas overlapped the mutual right-of-way. It would be appropriate to discharge these two agreements and to execute new agreements to allow boulevard parking for the respective properties adjacent to the mutual driveway, at the City's expense.

CVB/MBH/klk







- RECOMMENDATION -

DATE:

1997 November 25

T103 51 J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Encroachment Agreements (R-97-80)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

- That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director

Roads Division

Cont'd...

-page 2-1997 November 25

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

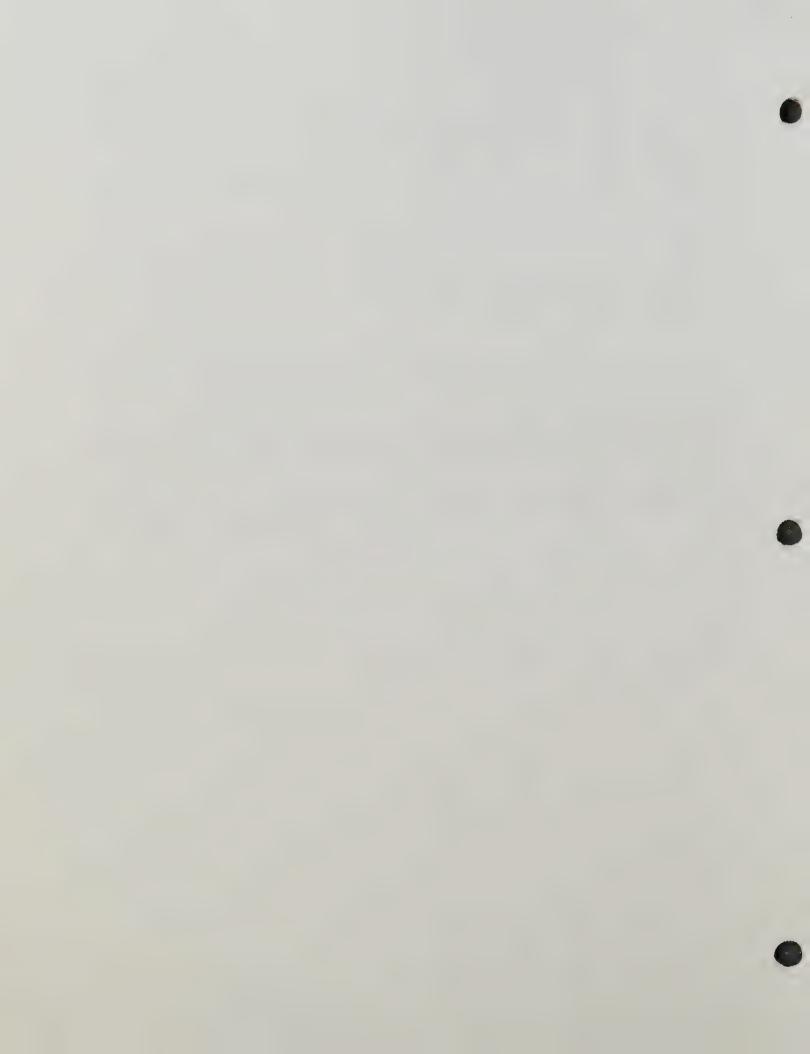
We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1997 December 16

File Number	T103-50 (1327)	T103-50 (1328)	T103-50 (1290)	T103-50 (1291)	T103-50 (1338)
First Vear/Annual Fee	\$184/20	\$184/20	\$184/20	\$184/20	\$184/20
Type of Encroachment	Portion of a Frame Garage measuring 3.0m x 4.50m	Portion of Building on Pearl St. measuring 1.5m x 12.10m Steps on Jackson St. measuring 1.0m x 1.10m	Portion of a Frame Garage measuring 0.70m x 6.80m	Portion of a Frame Garage measuring 1.00m x 4.90m	Steps measuring 0.4m x 5.60m
Owner	S. Kusminsky	D. Montford	A. Freire	F. & E. Gardner	Ambridge & Moore
Municipal Address	33 Beach Road	311 Jackson St. W.	176 East 18th Street	178 East 18th Street	363 East 13th Street
Location	Birmingham St.	Pearl St. S. Jackson St. W.	Assumed Alley	Assumed Alley	East 13th Street



2(BXivXb)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 October 14

T103-50 (1326) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Landscaping Agreement, 90 Stinson Street

(R-97-77)

RECOMMENDATION:

That the application of Good Shepherd Homes Inc. owners of 90 Stinson Street, to establish and maintain landscaping measuring 3.60m x 34.00m and a Victorian style ornamental fence approximately 34.00m x 1.00m in height, onto the road allowance of East Avenue South Avenue, be approved, subject to the following;

- That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- c) That the applicant pay a first year fee \$184 and a subsequent annual fee of \$52.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Ted Gun

Senior Director

Roads Division

-page 2-1997 October 14

Encroachment Agreement 90 Stinson Avenue

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"See above Recommendation"

BACKGROUND:

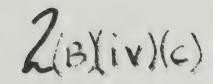
A request has been received from Good Shepherd Non-Profit Homes Inc. to establish and maintain, landscaping measuring 3.60m x 34.00m and a Victorian style ornamental fence approximately 34.00m x 1.00m in height, onto the road allowance of East Avenue South Avenue.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of \$184 and will pay an annual fee of \$52 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

Жлкс:

cc: A. Ross, City Treasurer



- RECOMMENDATION -

DATE:

1997 November 24

\$703-87, \$705-23, \$718-83, \$723-78, \$609-01

G. McGuire

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

To incorporate certain City land into various streets by

By-Laws (R-97-82)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Alfrin Court	Part 1	62R-13808
Bolzano Drive	Block 39	62M-806
Fano Drive	Block 28 & 29	62M-808
Linden Street	Part 1	62R-14281
Locheed Drive	Block 32	62M-745
Mapleridge	Block 55	62M-743
Sirente Drive	Part 1	62R-14308

- b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.
- c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director Roads Division

(cont'd pg 2)

To incorporate certain City land into various streets by By-Laws (R-97-82) 1997 November 24

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name No.	Description of Lands being Incorporated	Finance Implica	\mathcal{E}	<u>File</u>
Alfrin Court	Part 1/62R-13808	N/A	To provide access to Claudette Gardens (Phase 6)	S703-87
Bolzano Court	Block 39/62M-806	N/A	To complete final street widths	S705-23
Fano Drive	Block 28,29/62M-808	N/A	To provide access to Rymal Square Estates (Phase 7)	S718-83
Linden Street	Part 1/62R-14281	N/A	To complete final street widths	S609-01
Locheed Drive	Blocks 32 62M-745	N/A	To complete final street widths & provide access to Wisemount Estates (Phase 8)	S723-78
Mapleridge Drive	Block 55/62M-743	N/A	To provide access to Rymal Square Estates (Phase 7)	S718-83
Sirente Drive	Part 1/62R-14308	N/A	To provide access to lands for future development	S609-01

KML/GM:sk

Encls.

cc: H. Groen, Transportation Department

F. Angelici, Planning Department

M. Watson, Property Department

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1 ON PLAN 62R-13808 INTO ALFRIN COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Alfrin Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Alfrin Court.

Part of Block 143, Plan 62M-679 designated as Part 1 on Plan 62R-13808.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk

Mayor

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 39, PLAN 62M-806 INTO BOLZANO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Bolzano Drive within its limits:

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Bolzano Drive.

All of Block 39, Plan 62M-806.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCKS 28 & 29, PLAN 62M-808 INTO FANO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Fano Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Fano Drive.

All of Blocks 28 & 29, Plan 62M-808.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1, PLAN 62R-14281 INTO LINDEN STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Linden Street within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Linden Street.

Part of Lots 12, 13 & 14, Registered Plan 414, designated as Part 1 on Plan 62R-14281.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 32, PLAN 62M-745 INTO LOCHEED DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Locheed Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Locheed Drive.

All of Block 32 on Plan 62M-745.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 55, PLAN 62M-743 INTO MAPLERIDGE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Mapleridge Drive within its limits:

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Mapleridge Drive.

All of Block 55, Plan 62M-743.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1, PLAN 62R-14308 INTO SIRENTE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Sirente Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

 The following land is hereby established and laid out as a public highway to form part of Sirente Drive.

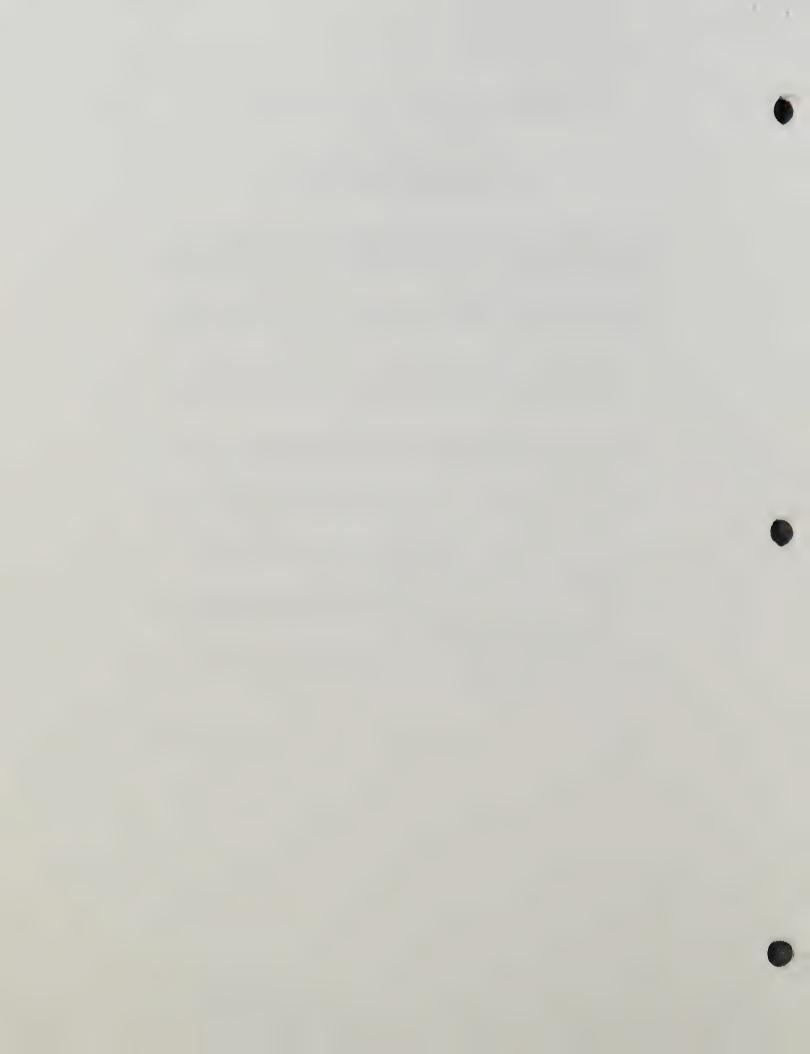
Part of Lot 12, Concession 7, in the geographic township of Barton designated as Part 1 on Plan 62R-14308.

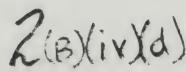
City of Hamilton

Regional Municipality of Hamilton-Wentworth

- The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997





- RECOMMENDATION -

DATE:

1997 November 25

T103-50 (1316) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Encroachment Agreement 7-11 Mary Street

(R-97-79)

RECOMMENDATION:

That the application of 953783 Ontario Ltd., owner of 7-11 Mary Street, to establish and maintain a fire escape landing measuring 1.00m x 8.00m, encroaching onto the road allowance of Mary Street and fire escape stairs measuring 0.70m x 7.30m encroaching onto the first assumed alley north of #7-11 Mary Street, be approved, subject to the following;

- a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- c) That the applicant pay a first year fee \$184 and a subsequent annual fee of \$52.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Ted Gun

Senior Director

Roads Division

cont'd...

-page 2-1997 November 25

Encroachment Agreement 7-11 Mary Street

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Council has determined the administration, processing and registration fee to be \$184 and an annual fee for fire escape installations to be \$32. Combined with the required \$20 annual insurance fee the applicant will be invoiced \$52 annually.

BACKGROUND:

A request has been received from 953783 Ontario Ltd., owner of 7-11 Mary Street, to establish and maintain a fire escape landing measuring 1.00m x 8.00m, encroaching onto the road allowance of Mary Street and fire escape stairs measuring 0.70m x 7.30m encroaching onto the first assumed alley north of #7-11 Mary Street

The owner converted this former office building into a four (4) apartment complex and was advised by the Fire Prevention Department that a fire escape landing and stairs would be required. The owner obtained a permit from the Building Department insuring that the fire escape would meet the current requirements under the Building Code of Ontario.

In order to meet the Building Code requirements the owner required use of the Mary Street road allowance and a portion of the assumed alley at the rear of the property. Staff met with representatives of the Department of Public Works and Traffic to insure that garbage pick-up and other municipal requirements for the alley would not be adversely affected. Upon review it was determined that the proposed landing on Mary Street and the stairs on the assumed alley would not create a hazard.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of \$184 and will pay an annual fee of \$52 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.



cc: A. Ross, City Treasurer

2(BXivXe)

CITY OF HAMILTON - RECOMMENDATION -

DATE:

1997 November 25

T103-52 (128) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Discharge of Encroachment, 80 King William Street

(R-97-85)

RECOMMENDATION:

- (a) That the Encroachment Agreement for 80 King William Street, registered as Instrument No. 313494CD., be discharged;
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 313494CD. in a form satisfactory to the Law Department;

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd

-Page 2-1997 November 25

Discharge of Encroachment Agreement 80 King William Street

cont'd...

BACKGROUND:

The owner of 80 King William Street has requested that the Encroachment Agreement between the City of Hamilton and the owner, for a fire escape, canopy and lights on the King William Street road allowance, dated 1985 May 22 and registered as Instrument Number 313494 CD, be discharged. This Department has received the required fees and performed a site investigation which determined that the encroachments were no longer in existence.

Since the encumbrances have been removed from the road allowance, this Department has no objection to this request.

JKC: cc: A. Ross, Treasury Department

2(BXiv)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1997 November 26

T103-50 (1122) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Encroachment Agreement, 709 Barton Street East

(R-97-88)

RECOMMENDATION:

That the application of Srokowski Developments, owners of 709 Barton Street East, to establish and maintain a wheelchair ramp measuring 2.13m x 3.04m encroaching onto the road allowance of Ruth Avenue, be approved, subject to the following;

- a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- c) That the applicant pay a first year fee \$232 and a subsequent annual fee of \$35.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Ted Gin

Senior Director

Roads Division

-page 2-1997 November 26

Encroachment Agreement 709 Baton Street East cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

At the time of application the Council determined administration, processing and registration fee was \$232 and an annual fee for wheelchair ramps was \$15. Combined with the required \$20 annual insurance fee the applicant will be invoiced \$35 annually.

BACKGROUND:

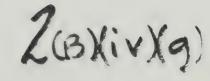
A request has been received from Srokowski Developments, owners of 709 Barton Street East to establish and maintain, a wheelchair ramp measuring 2.13m x 3.04, encroaching onto the road allowance of Ruth Street.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of \$232 and will pay an annual fee of \$35 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

Sony JKC:

cc: A. Ross, City Treasurer



- RECOMMENDATION -

DATE:

1997 November 28

T103-50 (1064) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Request to Rescind Encroachment Agreement Installation for Railway Spur - Pier 15 (R-97-89)

RECOMMENDATION:

That the Council approval of the Encroachment Agreement, between the City of Hamilton and the Hamilton Harbour Commissioners to establish and maintain rail spur lines to serve Pier 15, crossing the northerly limits of the Wentworth Street, Niagara Street and Hillyard Street road allowances, approved on 1993 October 26 as Item #25 of the 13th Report of the Transport and Environment Committee, be rescinded.

D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Ted Gin

Senior Director Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N\A

cont'd...

-Page 2-1997 November 28

Rescind of Encroachment Pier 15, Hamilton Harbour Commissioners

cont'd...

BACKGROUND:

On 1993 August 23 the Hamilton Harbour Commissioners requested permission to enter into an encroachment agreement with the City of Hamilton for the installation and maintenance of rail spur lines across the northerly limits of the Wentworth Street, Niagara Street and Hillyard Street, road allowances.

The application received Council approval on 1993 October 26. The Commissioners advised this Department that the spur line project had been abandoned and therefore an agreement with the City would not be required.

Since the project was not completed this Department recommends that the Council approval of 1993 October 26 be rescinded.

MA JKC:

cc: A. Ross, Treasurer

2(c)(i)

- RECOMMENDATION -

DATE:

1997 November 27

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

J. J. Schatz City Clerk

SUBJECT:

Declaration of Surplus Property/Sale - public walkway

between 61 & 62 Harbottle Court - G. & M. Kelly

RECOMMENDATION:

- (a) (i) That the lands composed of the southerly half of the public walkway, designated as Part 2 on Plan 62R-14304, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049; and,
 - (ii) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural by-law; and,
- (b) (i) That an Offer to Purchase (Highway Closure) lands composed of the southerly half of the public walkway, designated as Part 2 on Plan 62R-14304 for the price of \$2, executed by G. & M. Kelly, dated 1997 November 24, be accepted. The said land has a frontage of 2.295 metres (7.53 feet) more or less, on Harbottle Court and contains an area of 69.7 square metres (750.27 square feet) more or less, said transaction scheduled to close on 1998 May 15. Funds derived from this sale be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,
 - (ii) That the Commissioner of Transportation be authorized and directed to prepare a by-law to sell Part 2, Plan 62R-14304; and,
 - (iii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

- (iv) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:
 - (1) satisfactory notice has been given to the public of the intended sale;
 - (2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Walkway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act;

Thew

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Where the City has determined that a property is available for sale (or other disposition), our Realty Sales By-law 95-049 states that a Council resolution shall also be passed to formally declare the property surplus to our municipal requirements.

The sum of \$2 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

The public walkway was designated as Block 108 in the Orchard Park Estates Draft Plan of Subdivision approved on 1989 July 25 by the City and 1989 August 15 on behalf of the Region.

The area residents initiated a request that the proposed walkway not be constructed, citing safety concerns, noise and litter as reasons. On 1993 September 23 the Planning and Development Department held a public meeting with the area residents to review the resident's request. The general consensus of the meeting was to delete the proposed walkway.

On 1993 December 14 City Council approved Item 3 of the 19th Report of the Planning and Development Committee recommending that the Gourley Neighbourhood Plan be amended by deleting the designation of the walkway between 61 and 62 Harbottle Court and that it be referred to the Transport and Environment Committee for implementation.

The subject walkway was dedicated to the City as a public highway on 1992 March 12. The walkway however, was not constructed, therefore, no public funds were used for construction or maintenance of the walkway. Therefore closure will be granted through a Judge's Order.

On 1997 June 24 in adopting Item 24 of the 7th Report of the Transport and Environment Committee, City Council approved the closure of the walkway and a direction for the Manager of the Real Estate Division of the City Clerk's Department to proceed to dispose of the closed public walkway to the abutting owners.

Subsequently, the subject Offer to Purchase (Highway Closure) Agreement was prepared and then executed by the Kellys, owners of the property at 61 Harbottle Court, on 1997 November 24.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

- (a) Council in approving recommendation (a) of this report, has declared the subject lands surplus to the requirements of the City;
- (b) that in accordance with the approved Method of Notice to the Public in Real Property Procedural By-law No. 95-049, satisfactory notice has been given to the public of the intended sale of the subject road allowances;
- no appraisal of fair market value of the real property being sold was obtained as road allowances are exempt from the appraisal requirements of Section 193 of the Municipal Act.

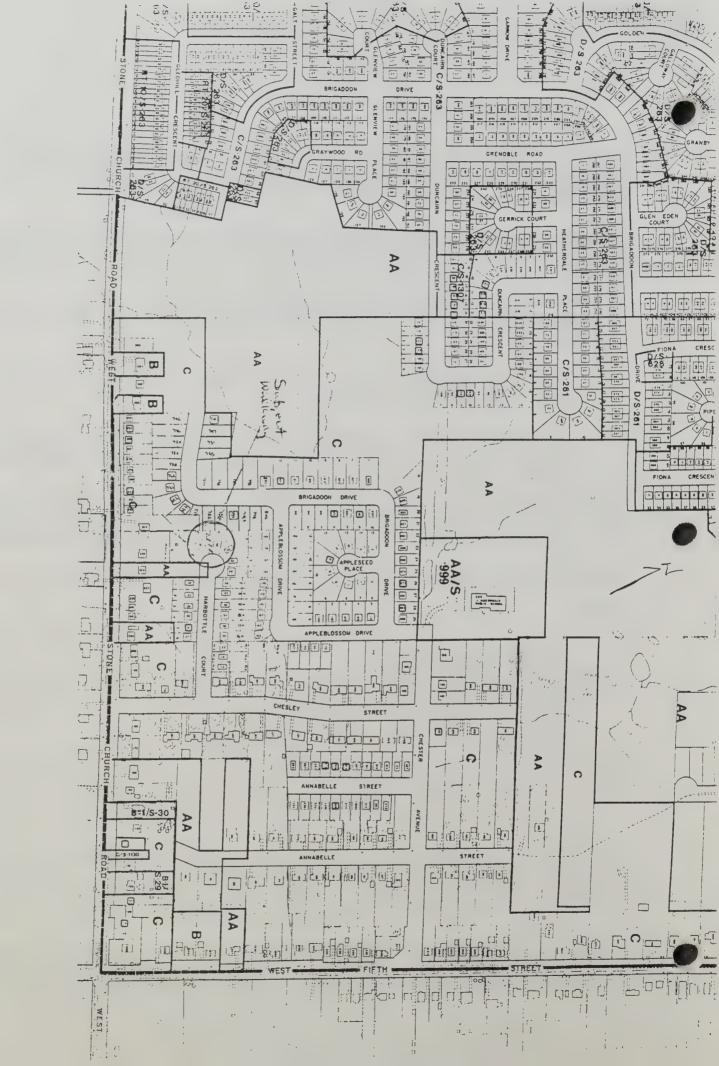
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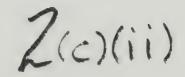
c.c. P. Noé Johnson, City Solicitor Attention: Jennifer Davidson

A. Ross, Treasurer

K. M. Lau, Manager of Surveys, Roads Division

E. M. Gill, P. Eng., Senior Director, Roads Division





- RECOMMENDATION -

DATE:

1997 November 27

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

J. J. Schatz City Clerk

SUBJECT:

Declaration of Surplus Property/Sale - public walkway

between 61 & 62 Harbottle Court - A. Faiazza

RECOMMENDATION:

- (a) (i) That the lands composed of the southerly half of the public walkway, designated as Part 1 on Plan 62R-14304, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049; and,
 - (ii) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural by-law; and,
- (b) (i) That an Offer to Purchase (Highway Closure) lands composed of the southerly half of the public walkway, designated as Part 1 on Plan 62R-14304 for the price of \$2, executed by A. Faiazza, dated 1997 November 24, be accepted. The said land has a frontage of 2.295 metres (7.53 feet) more or less, on Harbottle Court and contains an area of 69.1 square metres (743.8 square feet) more or less, said transaction scheduled to close on 1998 May 15. Funds derived from this sale be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,
 - (ii) That the Commissioner of Transportation be authorized and directed to prepare a by-law to sell Part 1, Plan 62R-14304; and,
 - (iii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

- (iv) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:
 - (1) satisfactory notice has been given to the public of the intended sale;
 - (2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Walkway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act;

Mary

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Where the City has determined that a property is available for sale (or other disposition), our Realty Sales By-law 95-049 states that a Council resolution shall also be passed to formally declare the property surplus to our municipal requirements.

The sum of \$2 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

The public walkway was designated as Block 108 in the Orchard Park Estates Draft Plan of Subdivision approved on 1989 July 25 by the City and 1989 August 15 on behalf of the Region.

The area residents initiated a request that the proposed walkway not be constructed, citing safety concerns, noise and litter as reasons. On 1993 September 23 the Planning and Development Department held a public meeting with the area residents to review the resident's request. The general consensus of the meeting was to delete the proposed walkway.

On 1993 December 14 City Council approved Item 3 of the 19th Report of the Planning and Development Committee recommending that the Gourley Neighbourhood Plan be amended by deleting the designation of the walkway between 61 and 62 Harbottle Court and that it be referred to the Transport and Environment Committee for implementation.

The subject walkway was dedicated to the City as a public highway on 1992 March 12. The walkway however, was not constructed, therefore, no public funds were used for construction or maintenance of the walkway. Therefore closure will be granted through a Judge's Order.

On 1997 June 24 in adopting Item 24 of the 7th Report of the Transport and Environment Committee, City Council approved the closure of the walkway and a direction for the Manager of the Real Estate Division of the City Clerk's Department to proceed to dispose of the closed public walkway to the abutting owners.

Subsequently, the subject Offer to Purchase (Highway Closure) Agreement was prepared and then executed by A. Faiazza, owner of the property at 62 Harbottle Court, on 1997 November 24.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

- (a) Council in approving recommendation (a) of this report, has declared the subject lands surplus to the requirements of the City;
- (b) that in accordance with the approved Method of Notice to the Public in Real Property Procedural By-law No. 95-049, satisfactory notice has been given to the public of the intended sale of the subject road allowances;
- (c) no appraisal of fair market value of the real property being sold was obtained as road allowances are exempt from the appraisal requirements of Section 193 of the Municipal Act.

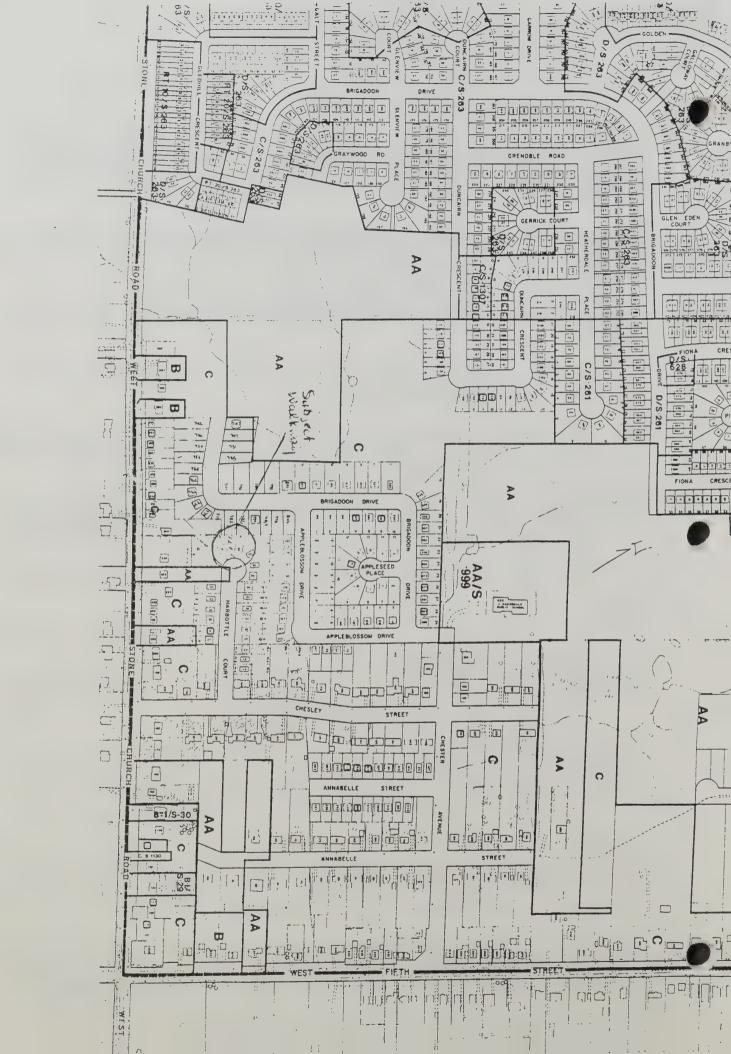
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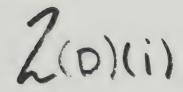
c.c. P. Noé Johnson, City Solicitor Attention: Jennifer Davidson

A. Ross, Treasurer

K. M. Lau, Manager of Surveys, Roads Division

E. M. Gill, P. Eng., Senior Director, Roads Division





- RECOMMENDATION -

DATE:

1997 December 11

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

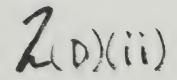
Attachment

Information Reports

Transport and Environment Committee

Date	From	Subject	Date Distributed
October 2nd	Commissioner of Public Works and Traffic	1997 City Construction Program Status & Schedule as of 1997 September 9	1997 October 2
October 6th	Building Commissioner	Materials Piled at Barton and Crooks Streets	1997 October 15
October 16th	Ontario Good Roads Association	News Bulletin	1997 October 16
October 17th	Commissioner of Public Works and Traffic	1997 School Crossing Guard Awards Ceremony	1997 October 28
November 5	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 November 4	1997 November 5
November 11	Commissioner of Public Works and Traffic	Hamilton Hydro Electric System, Installation of an above ground Padmount Switch at Emperor Drive and Upper Wentworth Street	1997 November 13

Kevin C. Christenson, Secretary December 11, 1997



- RECOMMENDATION -

DATE:

1997 December 4

REPORT TO:

Chairperson and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

1998 Transport and Environment Committee

Schedule of Meetings

RECOMMENDATION:

That the 1998 Transport and Environment Committee Schedule of Meetings, attached hereto, be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

BACKGROUND:

TRANSPORT AND ENVIRONMENT COMMITTEE

SCHEDULE OF MEETINGS FOR 1998

Report titles to be listed in the "S" Drive by 5:00 p.m. Friday	Deadline for Reports 12:00 noon	Agenda Review Meetings 1:00 p.m. Room 219 unless otherwise stated	Committee Meetings 9:30 a.m. Room 233	Council Meetings 7:30 p.m. Council Chamber
January 9	January 9	January 13	January 19	January 27
January 23	January 23	January 27	February 2	February 10
February 20	February 20	February 24	March 2	March 10
March 27	March 27	March 31	April 6	April 14
April 24	April 24	April 28	May 4	May 12
June 12	June 12	June 16	June 22	June 30
Schedule for Canada Day Week June 26	June 26	June 30	July 6	July 14
August 7	August 7	August 11	August 17	August 25
September 11	September 11	September 15	September 21	September 29
September 25	September 25	September 29	October 5	October 13
October 23	October 23	October 27	November 2	November 10
November 20	November 20	November 24	November 30	December 8







